HIGHWAY MILEAGE REPORTS

PRIMARY STATE HIGHWAY SYSTEM - RURAL
1937 through 1945

(EXHIBIT 1)

Form SM-1
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLIC

Sheet 1 of 4

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF Maryland

Primary State Highway System - Rural
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1945

PROJECT NO.		LOCATION	ROAD REPLACED				ROAD BUILT				NET MILES ABANDONED (7—11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Wo.-252-1		Stephen Decatur Mem. Rd.	New Location				Stone	E-6	24'	0.333	
Maint.		Md. 563-from Md. 426 to End Md. 563	16' Gravel	E-6	16'	3.157	Bit. Surf. Treated	F-9-	16'	3.157	
Maint.		Md. 662 in Kennedyville	Gravel	E-6	16'	0.075	Bit. Surf. Treated	F-9	16'	0.075	
[illegible]		Md.332 Aurora St. in Easton	Gravel	E-6	22'	0.110	Bit. Pen.	H-19	22'	0.110	
F-433-611		Md. 383 Broad Run to 0.085 mi twd Jefferson	Pen. Mac.	H-19	16'	0.100	Pen. Mac.	H-19	16'	0.100	
F-433-611		Md.383 0.219 mi from Broad Run to 0.161 mi twd Jefferson.	Pen. Mac.	H-19	16'	0.161	Pen. Mac.	H-19	16'	0.161	
F-433-611		Md.383 0.591 mi from Broad Run to 0.421 twd Jefferson	Pen. Mac.	H-19	16'	0.421	Pen. Mac.	H-19	16'	0.421	
[illegible]-23	DA-NR-19A	Hermanville to So.Gate Naval Air Sta.	Stone	E-6	16'	1.110	Bit. Conc.	I-23	22'	1.110	
SM-263	DA-NR-19A	Jarboesville to Hermanville	Bit. Surf. Treated	F-9	24'	2.079	Bit. Conc.	I-23	24'	2.079	
Wi-218-111		U.S.213 Salisbury Town Limits to Parsonsburg	20' Mix. Bit.	G-14	20'	5.950	Bit. Conc.	I-24	20'	5.950	
Wi-218-111		U.S.13 from Md.663 to Somerset Co. Line	20' Mix. Bit.	G-14	20'	1.310	Bit. Conc. Spec. "B"	I-24	20'	1.310	
C-164-3-556	450-C	Nr. Port Republic to Nr. Lusby	Mix. Bit.	G-16	22'	7.980	Bit. Conc. Spec. "B"	I-24	22'	7.980	
B-530		Md.26 B.C. Line Randallstown	16' Bit. Pen ⁄ 2-3' Conc. Sho.	H-19	22'	4.807	Bit. Conc.	I-24	22'	4.807	
AA-354-311		Dorrs Cor. to 0.17 mi twd Glen Burnie	16' Bit. Conc ⁄ 2-2' Conc. Sho.	I-24	20'	0.170	Bit. Conc. Spec."B"	I-24	24'	0.170	
AA-354-311		Old U.S. 301 to 0.23 mi South	15' Bit. Conc ⁄ 2-3' Conc. Sho.	I-24	21'	0.230	Bit. Conc. Spec."B"	I-24	24'	0.230	

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Form SM-1
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF Maryland

Primary State Highway System - Rural
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1945

PROJECT NO.		LOCATION	ROAD REPLACED				ROAD BUILT				NET MILES ABANDONED (7—11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
P-538-511	PG	U.S.301 7.99 mi S. of AA Co. Line to 3.735 mi twd Upper Marlboro	Bit. Conc.	I-24	24	3.735	Bit. Conc. Spec. "B"	I-24	24'	3.735	
B-519-1-411	B	U.S. 1 Patapsco River	Bit. Conc.	I-24	42	0.026	Bit. Conc.	I-24	42'	0.026	✓
B-519-1-411	B	U.S.1 Patapsco River twd Balto.	Bit. Conc.	I-24	40	0.775	Bit. Conc.	I-24	40'	0.775	✓
B-519-1-411	B	U.S.1 Mayfield Ave to City Line	Bit. Conc.	I-24	40'	2.228	Bit. Conc.	I-24	40'	2.228	✓
P-538-511	AA	U.S.301 0.17 mi from U.S.50 to 0.025 mi twd P.G. Co. Line	Bit. Conc.	I-24	24'	0.025	Bit. Conc. Spec. "B"	I-24	24'	0.025	
P-538-511	AA	U.S.301 0.195 mi from U.S. 50 to 0.03 mi twd P.G. Co. Line	15' Bit. Conc. / 2-2.5' Conc. Sho.	I-24	20'	0.030	Bit. Conc. Spec. "B"	I-24	24'	0.030	
P-538-511	AA	U.S.301 0.225 mi from U.S.50 to P.G. Co.Line	Bit. Conc.	I-24	24'	0.005	Bit. Conc. Spec."B"	I-24	24'	0.005	
P-538-511	PG	U.S.301 AA Co. Line to 0.32 mi South	Bit. Conc.	I-24	21'	0.320	Bit. Conc. Spec. "B"	I-24	24'	0.320	
P-538-511	PG	U.S.301 0.32 mi from AA Co. Line to 1.70 mi twd Upper Marlboro	Bit. Conc.	I-24	24'	1.700	Bit. Conc. Spec. "B"	I-24	24'	1.700	
P-534-511	PG	U.S.301 2.02 mi from AA Co.Line to 3.00 mi twd Upper Marlboro	Bit. Conc.	I-24	24'	3.000	Bit. Conc. Spec."B"	I-24	24'-	3.000	
M[illegible]t.	PG	U.S.301 5.02 mi S. of AA Co Line to 1.97 mi twd Upper Marlboro	Bit. Conc.	I-24	24'	1.970	Bit. Conc. Spec. "B"	I-24	24'	1.970	
P-534-511	PG	U.S.301 6.99 mi S. of AA Co. Line to 1.00 mi twd Upper Marlboro	Bit. Conc.	I-24	24'	1.000	Bit. Conc. Spec. "B"	I-24	24'	1.000	

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Form SM-1
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

Sheet 3 of 4

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF Maryland

Primary State Highway System - Rural

(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1945

PROJECT NO.		LOCATION	ROAD REPLACED				ROAD BUILT				NET MILES ABANDONED (7—11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
P-538-511	AA	U.S.301, U.S.50 in AA Co. to 0.17 mi twd P.G. Co. Line	15' Bit. Conc. + 2-2.5' Conc. Sho.	I-24	20'	0.170	Bit. Conc. Spec. "B"	I-24	24'	0.170	
Ho-219-3 ✓	US1 Ho	P.G. Co. Line twd Balto	Bit. Conc.	I-24	40'	2.138	Bit. Conc. Spec."B-4"	I-24	40'	2.138	
AA-354-311	AA	0.17 mi from Dorrs Cor. to 1.085 mi twd GlenBurnie	20' Conc.	J-26	20'	1.085	Bit. Conc. Spec. "B"	I-24	24'	1.085	
B-530	B	Md.146 Towson-Ridgely Gate	15' Conc + 2-2.5' Bit. Pen. Sho.	J-26	20'	0.852	Bit. Conc.	I-24	18'	0.852	✓
F-429-611	F	U.S.240 Mont. Co. Line twd Frederick	Conc.	J-26	21'	0.854	Bit. Conc. Spec. "B"	I-24	21'	0.854	✓
F-429-611	F	U.S.240 3.375 mi from Mont. Co.Line to 0.815 mi twd Frederick	Conc.	J-26	21'	0.815	Bit. Conc. Spec. "B"	I-24	21'	0.815	✓
F-[illegible]-611	F	U.S.240 5.497 mi from Mont. Co.Line to 2.648 mi twd Frederick	Conc.	J-26	21'	2.648	Bit. Conc. Spec. "B"	I-24	21'	2.648	✓
P-540-511	PG	U.S.30 Upper Marlboro S.Limits to 0.53 mi No.	Conc.	J-26	24'	0.530	Bit. Conc. Spec. "B"	I-24	24'	0.530	✓
P-540-511	PG	U.S.301 S.Limits of Upper Marlboro to T.B.	15' Conc. + 2-3.5' Mix. Bit. Sho.	J-26	22'	10.470	Bit. Conc. Spec. "B"	I-24	24'	10.470	✓
Ho-219-1	US1 Ho	Balto. Co. Line to Md. 477 intersection	Conc.	J-26	40'	1.880	Bit. Conc. Spec. "B-4"	I-24	40'	1.880	✓
Ho-219-3 ✓	US1 Ho ✓	Savage Reloc.	Conc.	J-26	50'	0.280	Bit. Conc. Spec. "B-4"	I-24	50'	0.280	✓
S-148	US13(1) S	Wic. Co.Line to Pr.Anne	Conc.	J-26	20'	6.196	Bit. Conc.	I-24	20'	6.196	✓
B-[illegible]0-411	B	Md.30 Montrose School to Carroll Co. Line	15' Conc. + 2-3' Bit. Pen. Sho.	J-26	21'	5.535	Bit. Conc.	I-24	18'	5.535	✓
AA-355-311	170 AA	Md.2 to 1.05 mi twd U.S. 301	16' Conc. + 2-4.5' Bit. Conc. Sho.	M-33	25'	1.050	Bit. Conc. Spec. "B"	I-24	25'	1.050	✓
AA-355-311	170 AA	1.05 mi fr Md.2 toU.S. 301	15' Conc. + 2-4.5' Bit. Conc. Sho.	M-33	24	1.278	Bit. Conc. Spec. "B"	I-24	24'	1.278	✓

U. S. GOVERNMENT PRINTING OFFICE 16—15831

Form SM-1
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

Sheet 4 of 4

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF Maryland

Primary State Highway System - Rural
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1945

Project No.		Location	Road Replaced				Road Built				Net Miles Abandoned (7—11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
AA-354-311	301 AA	U.S.50 to 5.33 mi twd Dorrs Cor.	15' Conc. / 2-4.5' Bit Conc. Sho.	M-33	24'	5.330	Bit. Conc. Spec. "B"	I-24	24'	5.330	
AA-354-311	301 AA	5.33 mi from U. S.50 to Dorrs Cor.	15' Conc. / 2-5' Mix. Bit. Sho.	M-33	25'	1.860	Bit. Conc. Spec. "B"	I-24	25'	1.860	
Ho-219-1	[illegible]	Md.477 intersection to Deadman's Curve Reloc.	20' Bit. Conc. 20' Conc.	M-33	40'	0.480	Bit. Conc. Spec. "B-4"	I-24	40'	0.480	
Ho-219-2	[illegible]	Deadman'S Curve Reloc. to Waterloo	20' Bit. Conc. 20' Conc.	M-33	40'	2.610	Bit. Conc. Spec. "B-4"	I-24	40'	2.610	
Ho-219-3	[illegible]	2.138 mi from Pr. Geo. Co. Line to Savage Reloc.	20' Bit. Conc. 20' Conc.	M-33	40'	0.618	Bit. Conc. Spec. "B-4"	I-24	40'	0.618	
Ho-219-2 & 3	[illegible]	Savage Reloc. thru Waterloo	20' Bit. Conc. 20' Conc.	M-33	40'	2.400	Bit. Conc. Spec. "B-4"	I-24	40'	2.400	
City of Cumberland	270 A	McMullen Hwy. from Limits Cumber. twd Cresaptown	19' Bit. Conc. / 2-5.5' Sho.	M-33	30'	0.079	Bit. Conc. Spec. "B"	I-24	30'	0.079	
D-144-3	467-B D	Linkwood-Big Mills 2/3	New Location				Conc.	J-26	24'	0.543	
D-144-3	"	" "	" "				Conc.	J-26	24'	1.030	
D-144-3	"	" "	" "				Conc.	J-26	24'	1.075	
D-144-3	"	" "	Bit. Pen.	H-19	15'	0.295	Conc.	J-26	24'	0.295	
D-144-3	"	" "	" "	H-19	15'	0.072	Conc.	J-26	24'	0.072	
D-144-3	"	" "	" "	H-19	15'	0.090	Conc.	J-26	24'	0.090	
D-144-3	"	" "	" "	H-19	15'	0.395	Conc.	J-26	24'	0.395	3500
P-315-5-557	53-C P	Md.202 Bridge & Appro. at Dodge Park	16' Conc. / 2-3.5' Bit. Pen. Sho.	J-26	23'	0.268	Conc. (New Location) (2.82-3.088)	J-26	24'	0.268	

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Form SM-2
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

PROJECT RECORD OF ROAD WIDENING

Primary State Highway System - Rural
(Indicate above the subdivision of State highway system (or other system) reported on this form)

STATE OF Maryland

FOR YEAR ENDED DECEMBER 31, 1945

PROJECT NO.		LOCATION	ROAD BEFORE WIDENING				WIDENING OPERATION			ROAD AFTER WIDENING						NET MILES ABANDONED
			Type of road		Width in feet	Length in miles	Type of widening laid		Width in feet	Road types (if single type use only cols. 11 and 12)				Total width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol		Type symbol	Width in feet	Type symbol	Width in feet			(7–16)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
Maint.	61	U.S. 140 thru Union Mills	Conc.	J-26	16'	0.500	Bit. Pen. (2-4' Sho.)	H-18	8'	J-26	16'	H-18	8'	24'	0.500	

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Form SM-3
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

RECORD OF ROAD MILEAGE TRANSFERRED

STATE OF Maryland

Primary State Highway System - Rural
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 19 45

MILEAGE ADDED FROM OTHER SYSTEMS						MILEAGE TRANSFERRED TO OTHER SYSTEMS					
System from which transferred	Location	Type of road		Width in feet	Length in miles	System to which transferred	Location	Type of road		Width in feet	Length in miles
		Description	Type symbol					Description	Type symbol		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
County K	Md.602 in Kennedyville	Gravel	E-6	16'	0.075						
*County T	Md.332 Aurora St. Extended Easter	Gravel	E-6	22'	0.110						

* Municipal

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Form SM-4
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

HIGHWAY MILEAGE ANALYSIS SCHEDULE

Primary State Highway System - Rural
(Indicate above the subdivision of State highway system (or other system) reported on this form)

STATE OF Maryland

FOR YEAR ENDED DECEMBER 31, 195

TYPE OF ROAD EXISTING OR BUILT	EXISTING MILEAGE AT BEGINNING OF YEAR	CHANGES IN SYSTEM OTHER THAN CONSTRUCTION				ACCOUNTING TABLE OF CONSTRUCTION CHANGES																			NET TOTAL CHANGE IN MILEAGE (5+25)	EXISTING MILEAGE AT END OF YEAR (1+26)	TYPE OF ROAD (symbol)
							Type of road replaced or abandoned													Summary of construction changes							
		Revisions due to resurvey or former error (+ or −)	Mileage transfers		Net changes other than construction (2+3−4)	Built on new location	A Primitive	B Unimproved	C Graded and drained	D Soil-surfaced	E Gravel or stone	F Bituminous surface-treated	G Mixed bituminous	H Bituminous penetration	I Bituminous concrete and sheet asphalt	J Portland cement concrete	K Brick	L Block	M Dual-type	Mileage built during year: On earth roads or new location	Mileage built during year: New types replacing old surface	Mileage built during year: Reconstruction to same type	Mileage built during year: Total	Mileage of former types replaced	Net mileage change due to construction (23−24)		
			Additions from other systems	Transfers to other systems																							
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
Road abandoned	**	**	**	**	**	**														**	**	**	( )	**	**	**	**	Abandoned.
A. Primitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					A.
B. Unimproved						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					B.
C. Grade and drained		+ 17.630			+ 17.630																					+ 17.630	17.630	C.
D. Soil-surfaced	19.200	- 9.566			- 9.566																					- 9.566	9.634	D.
E. Gravel or stone	44.580	-30.265	0.185		- 30.080	0.333														0.333			0.333	4.452	- 4.119	-34.199	10.381	E.
F. Bituminous surface-treated	598.549	+66.726			+ 66.726						3.232										3.232		3.232	2.079	+ 1.153	+67.879	666.820	F.
G. Mixed bituminous	652.320	-492.372			-492.372																			15.240	- 15.240	-508.212	144.108	G.
H. Bituminous penetration	871.814	+490.893			+490.893						0.110			0.682							0.110	0.682	0.792	6.341	- 5.549	-485.344	1,357.158	H.
I. Bituminous concrete and sheet asphalt	354.451	+ 6.581			+ 6.581						1.110	2.079	15.240	4.807	17.522	31.145			15.705		70.086	17.522	87.608	17.522	+ 70.086	+76.667	431.118	I.
J. Portland cement concrete	1,632.280	+ 7.622			+ 7.622	2.648								0.852		0.268				2.648	0.852	0.268	3.768	31.913	- 28.145	-20.523	1,611.757	J.
K. Brick																												K.
L. Block		+ 0.055			+ 0.055																					+ 0.055	0.055	L.
M. Dual-type	125.730	+32.339			+ 32.339											0.500					0.500		0.500	15.705	- 15.205	+17.134	142.864	M.
TOTALS	4,299.324	+89.043	0.185		+ 89.228	2.981 ( )					4.452	2.079	15.240	6.341	17.522	31.913			15.705	2.981	74.280	18.472	96.233	93.252	+ 2.981	+92.209	4,391.533	TOTALS.

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Form SM-5
(1938)

DUPLICATE

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

SUMMARY OF STATE HIGHWAY MILEAGE EXISTING

STATE OF Maryland

FOR YEAR ENDED DECEMBER 31, 19 45

TYPE OF ROAD	RURAL ROADS UNDER STATE CONTROL					URBAN EXTENSIONS OF STATE HIGHWAY SYSTEM			TOTAL DESIGNATED STATE HIGHWAY SYSTEM	TOTAL ROADS AND STREETS REPORTED (5+8)
	Primary State highway system	Secondary State highway system	State-aid system	County or local roads under State control	Total	On designated State highway system	Connecting streets not on designated system	Total		
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
A. Primitive										
B. Unimproved										
C. Graded and drained	17.630				17.630				17.630	17.630
D. Soil-surfaced	9.634				9.634				9.634	9.634
E. Gravel or stone	10.381				10.381				10.381	10.381
F. Bituminous surface-treated	666.828				666.828	2.092		2.092	668.920	668.920
G. Mixed bituminous	144.108				144.108	2.804		2.804	146.912	146.912
H. Bituminous penetration	1,357.158				1,357.158	19.480		19.480	1,376.638	1,376.638
I. Bituminous concrete and sheet asphalt	431.118				431.118	6.031		6.031	437.149	437.149
J. Portland cement concrete	1,611.757				1,611.757	49.628		49.628	1,661.385	1,661.385
K. Brick						1.279		1.279	1.279	1.279
L. Block	0.055				0.055	0.010		0.010	0.065	0.065
M. Dual-type	142.864				142.864	6.924		6.924	149.788	149.788
TOTAL	4,391.533				4,391.533	88.248		88.248	4,479.781	4,479.781

NONE AVAILABLE

U. S. GOVERNMENT PRINTING OFFICE 16—15884

Form SM-6
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

SUMMARY OF STATE HIGHWAY MILEAGE BUILT

STATE OF Maryland

FOR YEAR ENDED DECEMBER 31, 19 45

TYPE OF ROAD BUILT	ON RURAL ROADS UNDER STATE CONTROL					ON URBAN EXTENSIONS OF STATE HIGHWAY SYSTEM				TOTAL MILEAGE BUILT ON DESIGNATED STATE HIGHWAY SYSTEM	OTHER MILEAGE BUILT BY STATE HIGHWAY DEPARTMENT (SPECIFY)		TOTAL REPORTED
	Primary State highway system	Secondary State highway system	State-aid system	County or local roads under State control	Total	On designated State highway system	On connecting streets not on designated system: By State highway department	On connecting streets not on designated system: By city authorities	Total				
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
C. Graded and drained													
D. Soil-surfaced													
E. Gravel or stone	0.333				0.333					0.333			0.333
F. Bituminous surface-treated	3.232				3.232					3.232			3.232
G. Mixed bituminous													
H. Bituminous penetration	0.792	NONE	NONE	NONE	0.792	0.190	NOT AVAILABLE	NOT AVAILABLE	0.190	0.982	NONE		0.982
I. Bituminous concrete and sheet asphalt	87.608				87.608	0.567			0.567	88.175			88.175
J. Portland cement concrete	3.768				3.768					3.768			3.768
K. Brick													
L. Block													
M. Dual-type	0.500				0.500					0.500			0.500
TOTAL	96.233				96.233	0.757			0.757	96.990			96.990

U. S. GOVERNMENT PRINTING OFFICE 16—15882

Form SM-7
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

STATE OF Maryland

Primary State Highway System - Rural
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1945

TYPE OF ROAD	TOTAL EXISTING MILEAGE	ENTER BELOW THE NUMBER OF MILES OF EACH TYPE HAVING THE FOLLOWING WIDTHS IN FEET																	
		Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and over
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
A. Primitive																			
B. Unimproved																			
C. Graded and drained	17.630	0.173												17.457					
D. Soil-surfaced	9.634			5.985	2.660	0.989													
E. Gravel or stone	10.981		1.128	4.795		4.090		0.333											0.035
F. Bituminous surface-treated	666.828	0.100	25.657	469.205	152.532	18.991	2.748	0.629		0.995			0.419		1.340	0.090			0.070
G. Mixed bituminous	144.109		8.368	32.973	34.203	39.068	24.171	4.790	0.010	0.525									
H. Bituminous penetration	1,357.158	4.992	143.152	500.305	291.732	307.223	109.385	83.955	2.074	2.799	0.669	0.550	1.577	0.649	0.488	2.769		0.029	0.846
I. Bituminous concrete and sheet asphalt	431.118		13.850	26.647 408	20.957	186.798	55.407	66.243	7.092	10.741	0.700	1.593	3.644	20.979	0.991	7.820	1.835		6.429
J. Portland cement concrete	1,611.757	76.062	511.682	428.626	132.445	183.618	91.713	87.774	8.769	13.318	0.190	0.446	3.855	48.530	3.693	31.688	1.487	1.065	8.888
K. Brick																			
L. Block	0.055			0.010		0.825		0.020											
M. Dual-type	142.864			1.130	8.530	0.127	5.606	66.615	10.852	22.813	0.967	3.379	5.860	9.387	0.874	2.780	2.182	0.321	1.441
TOTAL	4,391.533	81.327	703.837	1,443.676	558.119	740.717	289.022	310.359	28.797	51.191	2.526	5.968	15.355	97.002	6.786	45.141	5.504	1.415	18.791

U. S. GOVERNMENT PRINTING OFFICE 8—12013

Form SM-8
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

(See Instructions on Reverse Side)

STATE OF Maryland

For Year Ended December 31, 19 45

Primary State Highway System - Rural
(Indicate above the subdivision of State highway system (or other system) reported on this form)

Dual-Type Roads						Divided Highways								
Road types and widths				Total width in feet	Length in miles	Types and widths of divided roadways						Total surfaced width in feet	Average width of dividing strips	Length in miles
First type		Second type				First roadway		Second roadway		Third roadway				
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
J	15	I	10	25	1.590	J	24	J	24			48	36	3.676
J	16	I	10	26	0.270	J	24	J	24			48	45	0.168
J	30	H	16	46	1.140	J	24	J	24			48	9	0.888
J	40	G J	6 18	64	0.390	J	25	J	25			50	36	0.307
J	42	H J	17 23	82	0.080	J	22	J	22			44	26	0.186
H	16	J	10	26	0.140	J	24	J	24			48-	18	1.014
H	12	J	12	24	0.090	J	26	J	26			52	3	0.283
J	22	H	12	34	0.320	J	30	J	30			60	30	0.010
J	21	H J	6 16	43	0.310	J	34.5	J	34.5			69	45	0.025
I	22	J	8	30	5.860	J	36	J	36			72	6	0.236
H	21	J	12	33	0.630	J	39	J	39			78	7.5	0.029
I	22	J	22	44	0.780	J	38	J	38			76	22.5	0.021
I	22	J	28	50	0.110	I	30	I	30			60	2	1.470
J	16	H	8	24	0.500	I	31	I	31			62	2	0.759
J	20	F	12	32	0.160	I	32	I	32			64	2	1.356
J	20	F	16	36	2.310	I	24	I	24			48	36	4.820
J	40	F	16	56	0.150	I	26	I	26	J	26	78	36	0.029
J	16	F	16	32	2.260	I	25	I	25	J	26	76	12	0.037
J	14	F	16	30	0.110									
J	28	I	32	60	0.905									
J	24	I	16	40	2.557									
J	15	F	20	35	1.175									
J	18	F	10	28	2.975									
J	20	F	10	30	4.711									
J	20	F	8	28	0.831									
I	14	J F	8 4	26	0.304									

U. S. GOVERNMENT PRINTING OFFICE 10—15878

Form SM-8
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

(See Instructions on Reverse Side)

Sheet 3 of 4

STATE OF Maryland

Primary State Highway System - Rural
(Indicate above the subdivision of State highway system (or other system) reported on this form)

For Year Ended December 31, 1945

Dual-Type Roads						Divided Highways								
Road types and widths				Total width in feet	Length in miles	Types and widths of divided roadways						Total surfaced width in feet	Average width of dividing strips	Length in miles
First type		Second type				First roadway		Second roadway		Third roadway				
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
J	18	F	8	26	8.930									
J	15	F	20	35	1.637									
J	24	F	8	32	0.107									
I	20	J	20	40	0.582									
J	17	G	24	41	0.228									
J	17	G	27	44	0.094									
J	16	H	15	31	0.206									
J	17	H	16	33	0.128									
J	24	I	24	48	0.712									
J	35	H	15	50	0.044									
J	26	I	50	76	0.037									
H	15	J	20	35	0.247									
H	17	J	20	37	1.569									
J I 26	13	I J 26	13	78	0.029									
I	18	J	14	32	1.525									
J	16	H	8	24	1.770									
I	20	J	22	42	0.102									
I	20	J	20	40	5.275									
I	20	J	25	45	0.720									
I	20	J	30	50	1.788									
J	15	G	8	23	3.791									
J	15	G	14	29	1.095									
I	15	G	10	25	0.333									
J	16	H	8	24	0.990									
H	22	J	15	37	0.760									
I	20	J	30	50	0.120									
J	24	H	16	40	0.160									
J	10	F	8	18	4.700									

U. S. GOVERNMENT PRINTING OFFICE 16—15878

Form SM-8
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

Sheet 4 of 4

(See Instructions on Reverse Side)

STATE OF Maryland

For Year Ended December 31, 19 45

Primary State Highway System - Rural
(Indicate above the subdivision of State highway system (or other system) reported on this form)

Dual-Type Roads						Divided Highways								
Road types and widths				Total width in feet	Length in miles	Types and widths of divided roadways						Total surfaced width in feet	Average width of dividing strips	Length in miles
First type		Second type				First roadway		Second roadway		Third roadway				
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
J	15	F	9	24	2.560									
J	15	F	9	24	4.980									
I	19	J	11	30	1.151	0.89	.26							
H	14	J	9	23	0.187									
H	18	J	12	30	1.060									
J	20.9	H	8.1	29	0.382									
H	21.6	J	19	40.6	0.033									
H	10.6	J	17.5	28.1	0.091									
J	16	H	8	24	0.639									
H	16	J	14	30	0.273									
H	15	J	12	27	0.278									
H	23	J	22	45	0.208									
I	14	J	24	38	0.386	Out - Error - to 16' I.								
I	14	J H	22 2	38	0.191									
G	9	J	15	24	0.366									
J	15	H	10	25	1.507									
J	16	H	10	26	1.997									
H	12	J	10	22	0.631									
J	12	F	8	20	0.127									

U. S. GOVERNMENT PRINTING OFFICE 10—15878

Form SM-1
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF Maryland

Urban Extensions of Primary State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1945

PROJECT No.		LOCATION	ROAD REPLACED				ROAD BUILT				NET MILES ABANDONED (7–11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
State Forces	H	U.S. 1 in Bel Air	14.5' Bit. Pen / 2-3' Conc. Sho.	H-19	20.5'	0.190	Bit. Pen.	H-19	20'	0.190	✓
Wi-218-111	W	U.S. 213 from Md. 346 to Salisbury Town Limits	Mix. Bit.	G-14	20'	0.080	Bit. Conc.	I-24	20'	0.080	✓
Wi-218-111	W	Md. 346 from N.Y., Phila. & Norfolk R.R. to U.S. 213 (in Salisbury)	Bit. Conc.	I-24	20'	0.487	Bit. Conc.	I-24	20'	0.487	✓

U. S. GOVERNMENT PRINTING OFFICE 16—15811

Form SM-2
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

PROJECT RECORD OF ROAD WIDENING

STATE OF Maryland

Urban Extensions of Primary State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1945

PROJECT NO.		LOCATION	ROAD BEFORE WIDENING				WIDENING OPERATION			ROAD AFTER WIDENING						NET MILES ABANDONED
			Type of road		Width in feet	Length in miles	Type of widening laid		Width in feet	Road types (if single type use only cols. 11 and 12)				Total width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol		Type symbol	Width in feet	Type symbol	Width in feet			(7–16)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
			NONE													

U. S. GOVERNMENT PRINTING OFFICE 16—15072

Form SM-3
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

RECORD OF ROAD MILEAGE TRANSFERRED

STATE OF Maryland

Urban Extensions of Primary State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1945

MILEAGE ADDED FROM OTHER SYSTEMS						MILEAGE TRANSFERRED TO OTHER SYSTEMS					
System from which transferred	Location	Type of road		Width in feet	Length in miles	System to which transferred	Location	Type of road		Width in feet	Length in miles
		Description	Type symbol					Description	Type symbol		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
		NONE									

U. S. GOVERNMENT PRINTING OFFICE 16—16073

Form SM-4
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

HIGHWAY MILEAGE ANALYSIS SCHEDULE

Urban Extensions of Primary State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

STATE OF Maryland

FOR YEAR ENDED DECEMBER 31, 1945

TYPE OF ROAD EXISTING OR BUILT	EXISTING MILEAGE AT BEGINNING OF YEAR	CHANGES IN SYSTEM OTHER THAN CONSTRUCTION				ACCOUNTING TABLE OF CONSTRUCTION CHANGES																				
		Revisions due to resurvey or former error (+ or −)	Mileage transfers		Net changes other than construction (2+3−4)	Built on new location	Type of road replaced or abandoned												Summary of construction changes						NET TOTAL CHANGE IN MILEAGE (5+25)	EXISTING MILEAGE AT END OF YEAR (1+26)	TYPE OF ROAD (symbol)
			Additions from other systems	Transfers to other systems			A Primitive	B Unimproved	C Graded and drained	D Soil-surfaced	E Gravel or stone	F Bituminous surface-treated	G Mixed bituminous	H Bituminous penetration	I Bituminous concrete and sheet asphalt	J Portland cement concrete	K Brick	L Block	M Dual-type	Mileage built during year: On earth roads or new location	Mileage built during year: New types replacing old surface	Mileage built during year: Reconstruction to same type	Mileage built during year: Total	Mileage of former types replaced	Net mileage change due to construction (23−24)			
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
Road abandoned	**	**	**	**	**	**														**	**	**	( )	**	**	**	**	Abandoned.
A. Primitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					A.
B. Unimproved						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					B.
C. Grade and drained																												C.
D. Soil-surfaced																												D.
E. Gravel or stone																												E.
F. Bituminous surface-treated	2.730	- 0.630			-0.630																				- 0.630	2.052	F.
G. Mixed bituminous	10.140	- 7.256			-7.256																		0.080	- 0.080	- 7.336	2.804	G.
H. Bituminous penetration	15.960	+ 3.520			+3.520									0.190								0.190	0.190	0.190	+ 3.520	19.480	H.
I. Bituminous concrete and sheet asphalt	13.010	- 7.059			-7.059								0.080		0.487						0.080	0.487	0.567	0.487	+ 0.080	- 6.979	6.031	I.
J. Portland cement concrete	56.440	- 6.812			-6.812																				- 6.812	49.628	J.
K. Brick	1.720	- 0.441			-0.441																				- 0.441	1.279	K.
L. Block		+ 0.010			+0.010																				+ 0.010	0.010	L.
M. Dual-type	5.060	+ 1.864			+1.864																				+ 1.864	6.924	M.
TOTALS	105.060	-17.612			-17.612	( )							0.080	0.190	0.487						0.080	0.677	0.757	0.757	0.080	- 17.612	88.248	TOTALS.

U. S. GOVERNMENT PRINTING OFFICE 8—12005

Form SM-5
(1938)

DUPLICATE

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

69-R021-1

SUMMARY OF STATE HIGHWAY MILEAGE EXISTING

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1944

TYPE OF ROAD	RURAL ROADS UNDER STATE CONTROL					URBAN EXTENSIONS OF STATE HIGHWAY SYSTEM			TOTAL DESIGNATED STATE HIGHWAY SYSTEM	TOTAL ROADS AND STREETS REPORTED (5+8)
	Primary State highway system	Secondary State highway system	State-aid system	County or local roads under State control	Total	On designated State highway system	Connecting streets not on designated system	Total		
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
A. Primitive										
B. Unimproved										
C. Graded and drained										
D. Soil-surfaced	19.20				19.20				19.20	19.20
E. Gravel or stone	44.58				44.58				44.58	44.58
F. Bituminous surface-treated	598.949				598.949	2.73		2.73	601.679	601.679
G. Mixed bituminous	652.32				652.32	10.14		10.14	662.46	662.46
H. Bituminous penetration	871.814				871.814	15.96		15.96	887.774	887.774
I. Bituminous concrete and sheet asphalt	354.451				354.451	13.01		13.01	367.461	367.461
J. Portland cement concrete	1632.28				1632.28	56.44		56.44	1688.72	1688.72
K. Brick						1.72		1.72	1.72	1.72
L. Block										
M. Dual-type	125.73				125.73	5.86		5.86	131.59	131.59
TOTAL	4299.324				4299.324	105.86		105.86	4405.184	4405.184

U. S. GOVERNMENT PRINTING OFFICE 8—12011

Form SM-4
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

HIGHWAY MILEAGE ANALYSIS SCHEDULE

STATE OF MARYLAND

Primary State Highway System & Rural
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1944

TYPE OF ROAD EXISTING OR BUILT	EXISTING MILEAGE AT BEGINNING OF YEAR	CHANGES IN SYSTEM OTHER THAN CONSTRUCTION				ACCOUNTING TABLE OF CONSTRUCTION CHANGES																			NET TOTAL CHANGE IN MILEAGE (5+25)	EXISTING MILEAGE AT END OF YEAR (1+26)	TYPE OF ROAD (symbol)
						Type of road replaced or abandoned													Summary of construction changes							
		Revisions due to resurvey or former error (+ or −)	Mileage transfers		Net changes other than construction (2+3−4)	Built on new location	A Primitive	B Unimproved	C Graded and drained	D Soil-surfaced	E Gravel or stone	F Bituminous surface-treated	G Mixed bituminous	H Bituminous penetration	I Bituminous concrete and sheet asphalt	J Portland cement concrete	K Brick	L Block	M Dual-type	Mileage built during year: On earth roads or new location	New types replacing old surface	Reconstruction to same type	Total	Mileage of former types replaced	Net mileage change due to construction (23−24)		
			Additions from other systems	Transfers to other systems																							
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
Road abandoned	**	**	**	**	**	**														**	**	**	( )	**	**	**	**	Abandoned.
A. Primitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					A.
B. Unimproved						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					B.
C. Graded and drained																										19.20	C.
D. Soil-surfaced	19.20																						1.20	-1.20	-1.20	44.58	D.
E. Gravel or stone	45.78										1.20												24.171	-22.971	+18.861	538.949	E.
F. Bituminous surface-treated	617.91		4.11		4.11																1.20		9.86	-5.92	-5.92	632.31	F.
G. Mixed bituminous	658.24											3.12				0.82					3.94		1.832	+0.964	+0.964	871.814	G.
H. Bituminous penetration	870.85					1.166								1.63						1.166		1.63	2.796		36.441	36.441	554.451	H.
I. Bituminous concrete and sheet asphalt	318.01					6.190						21.051	9.86			0.34				5.190	31.251		36.441	3.83	+6.74	+6.74	1632.28	I.
J. Portland cement concrete	1625.84					7.698								0.202		2.67				7.698	0.202	2.67	10.57					J.
K. Brick																											K.
L. Block																											L.
M. Dual-type	125.73																									125.73	M.
TOTALS	4281.16		4.11		4.11	( )					1.20	24.171	9.86	1.832		3.83				14.054	36.593	4.30	54.947	40.893	14.054	13.164	4299.324	TOTALS.

U. S. GOVERNMENT PRINTING OFFICE 16—15883

Form SM-3
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

(DUPLICATE)

RECORD OF ROAD MILEAGE TRANSFERRED

69-R019-1

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19 44

(If necessary to list additional State highway systems (or other sections) reported on this form)

Primary State Highway System - Rural

MILEAGE ADDED FROM OTHER SYSTEMS						MILEAGE TRANSFERRED TO OTHER SYSTEMS					
System from which transferred	Location	Type of road		Width in feet	Length in miles	System to which transferred	Location	Type of road		Width in feet	Length in miles
		Description	Type symbol					Description	Type symbol		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
County	US 40 to Pa.	Bit. Surface Treated	F	20'	2.91						
County	Md. 648 to Md. 177	Bit. Surface Treated	F	16'	1.20						

8—12007

Form SM-1
(1938)

69-R017-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF MARYLAND

Primary State Highway System - Rural
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1944

PROJECT NO.		LOCATION	ROAD REPLACED				ROAD BUILT				NET MILES ABANDONED (7—11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
State Forces		Calvert Md. 375 From Huntingtown to BreezyPt.	Gravel	E-6	16'	1.200	Surf. Treated Gravel	F-9	16'	1.200	
C-164-1-566	456-C	From Lusby twd. St. Leonard	Surf. Treated Grav.	F-9	18'	3.120	Mixed Bit.	G-12	23'	3.120	
Co-168x2-211		From Williston to Bureau	P.C. Concrete	J-26	14'	0.820	Mixed Bit.	H-13	22'	0.820	
W-361-166	DA-WR17-A	From Chocolate Pk. to to Fred. Co. Line	Bit. Pen.	H-19	16'	1.630	Bit. Pen.	H-19	20'	1.630	
SM-265-511		From Jarboesville twd. St. Mills	Surf. Treated Grav.	F-7	16'	3.251	Amesite	I-23	20'	3.251	
M-253-4	B&C DA-NR-11A,	From Gt. Mills to Leonardtown	" " "	F-7	18'	4.310	"	I-23	20'	4.310	
SM-251, SM-255	DA-NR-11B DA-NR-11A	From Mechanicsville to Jarboesville	" " "	F-9	16'	13.490	"	I	22'	13.490	
AA-331x4-324		From South River to Stewart's Cor.	Mixed Bit.	G-12	16'	1.010	"	I-23	22'	1.010	
AA-331x5-324		From Stewart's Cor. to Davidsonville	" "	G-12	18'	3.600	"	I-23	22'	3.600	
SM253-4	B&C DA-NR-11A,	From Gt. Mills to Leonardtown	" "	G-14	20'	5.250	"	I-23	20'	5.250	
H-292x-411		From Lake Fanny twd North	P.C. Concrete	J-26	20'	0.340	"	I-24	34'	0.340	
B-333-5-466	DA-WI-5D	From Middle River Bridge to Hawthorne Rd.	Bit. Pen.	H-19	19'	0.100	P.C. Concrete	J-26	2-24'	0.100	
B333-5-466	DA-WI-5D	From Hawthorne Ave. twd. Kingston Rd.	" "	H-19	21'	0.079	" " "	J-26	2-24'	0.079	
333-5-466	DA-WI-5D	From Marlyn Ave. to Middle River	" "	H-19	20'	0.023	" " "	J-26	2-24'	0.023	
252-2-266	DA-NR-15B	From N. of Bainbridge Ent. to Port Deposit	P.C. Concrete	J-26	15'	0.860	" " "	J-26	22'	0.860	
AA255-4.9.10.12		From Md. 2 to Sandy Pt.	" " "	J-26	18'	0.221	" " "	J-26	2-24'	0.221	
"		" "	" " "	J-26	18'	1.589	" " "	J-26	24'	1.589	

U. S. GOVERNMENT PRINTING OFFICE 8—12000

Form SM-1 (1938)

69-R017-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF MARYLAND 44

Primary State Highway System - Rural
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 19

PROJECT NO.		LOCATION	ROAD REPLACED				ROAD BUILT				NET MILES ABANDONED (7—11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
AA303-2-566	DA-MR-1B	Anne Arundel - Md. 602 From Ft. Meade to Laurel	New Location				Bituminous pen.	H-19	24'	0.557	
AA255-4-9, 10,11 12		Anne Arundel - Md. 404 From Md. 2 to Sandy Pt.	New Location					H-19	60'	0.290	
B-463-7-411		Balto. Md. 20 Ext. of Old N.Pt.Rd.	New Location					H-19	20'	0.024	
F-382-1-652	SM464-B	Fred.-US40 from 1½ E of Fred. twd. New Market	New Location					H-18	24'	0.001	
P-452-2-566	DA-MR-1B	P.G. Md. 602 From Ft. Meade to Laurel	New Location					H-19	24'	0.294	
M 254	SM255 DA-MR-11B	From Mechanicsville to (Jct. M. Md. 235) Jarboesville	New Location					I-24	22'	5.190	
SM 254	SM255 DA-MR-11B DA-MR-11A	Md. 235 Jarboesville Mechanicsville to	New Location					J-26	22'	0.100	
AA255-4-7, 10,12		AA Md.404 From Md.2 to Sandy Pt.	New Location				Highway div. by 2" conc. median strip	J-26	2-24'	1.019	
"		" "	" "					J-26	24'	2.481	
B-333-5-466	DA-MI-5D	Balto. Md. 150 From Marlyn Ave.to Middle Br.	New Location				7.5' strip separating two 24' conc. lanes	J-26	2-24'	0.038	
"	"	" "	" "				2-24' lanes of 10"x8"x 10" (P.C. conc.)	J-26	2-24'	0.066	
"	"	" "	" "				Div. Hwy P.C. Conc.	J-26	2-24'	1.409	
F-382-1-652	SM464-B	Fred.-US40 from 1½ E of Fred. twd. New Market	New Location					J-26	24'	0.430	
"	"	" "	" "					J-26	28'	0.090	
"	"	" "	" "					J-26	35'	0.290	
"	"	" "	" "					J-26	24'	0.220	
H-269-1-466	DA-MR-3A	Harford Md.715 from US40 to Aberdeen Prov. Ord.	New Location					J-26	28'	0.274	
"	"	" "	" "				Div. Hwy P.C. CONC.	J-26	2-24'	0.777	
P-452-2-566	DA-MR-1B	P.G. Md. 602 From Ft. Meade to Laurel	New Location					J-26	24'	0.119	
"	"	" "	" "				Div. Hwy P.C. Conc.	J-26	2-15'	0.185	
"	"	" "	" "					J-26	26'	0.180	
									Total	14.054	

U. S. GOVERNMENT PRINTING OFFICE 8—12009

69-R022-1

Form SM-6
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

SUMMARY OF STATE HIGHWAY MILEAGE BUILT

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1944

TYPE OF ROAD BUILT	ON RURAL ROADS UNDER STATE CONTROL					ON URBAN EXTENSIONS OF STATE HIGHWAY SYSTEM				TOTAL MILEAGE BUILT ON DESIGNATED STATE HIGHWAY SYSTEM	OTHER MILEAGE BUILT BY STATE HIGHWAY DEPARTMENT (SPECIFY)		TOTAL REPORTED
	Primary State highway system	Secondary State highway system	State-aid system	County or local roads under State control	Total	On designated State highway system	On connecting streets not on designated system		Total				
							By State highway department	By city authorities					
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
C. Graded and drained													
D. Soil-surfaced													
E. Gravel or stone													1.20
F. Bituminous surface-treated	1.20												3.94
G. Mixed bituminous	3.94												2.796
H. Bituminous penetration	2.796												37.841
I. Bituminous concrete and sheet asphalt	36.441					1.40							10.570
J. Portland cement concrete	10.570												
K. Brick													
L. Block													
M. Dual-type													
TOTAL	54.947					1.40							56.347

U. S. GOVERNMENT PRINTING OFFICE 16—15882

Form SM-7
(1938)

69-R023-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19 44

Primary State Highway System - Rural
(Indicate above the subdivision of State highway system (or other system) reported on this form)

TYPE OF ROAD	TOTAL EXISTING MILEAGE	ENTER BELOW THE NUMBER OF MILES OF EACH TYPE HAVING THE FOLLOWING WIDTHS IN FEET																
		Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and over
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
A. Primitive																			
B. Unimproved																			
C. Graded and drained																			
D. Soil-surfaced	19.20			12.47		5.69							1.04						
E. Gravel or stone	44.58	0.42	2.17	8.50		6.01				13.02	4.91		7.75	0.69	1.11				
F. Bituminous surface-treated	598.949		21.52	528.309	22.42	18.62		1.84	1.01	3.00	0.64		0.15	0.13	1.06	0.25			
G. Mixed bituminous	652.32	1.97	227.26	298.41	35.79	43.62	35.98	7.06	1.14	0.14			0.65	0.30					
H. Bituminous penetration	871.814	0.67	112.74	250.84	42.96	366.422	44.87	38.192	4.25	2.43		2.04	0.25	1.78		2.92	0.05		1.40
I. Bituminous concrete and sheet asphalt	354.451		13.84	25.47	32.42	140.981	61.14	33.52	1.40	9.93	0.57	4.32	3.67	15.46		4.92	0.61	0.29	5.91
J. Portland cement concrete	1632.28	87.71	536.87	426.05	142.350	184.95	84.93	56.429	5.964	11.055		1.93	2.55	52.98	7.41	28.872	0.47	0.31	1.47
K. Brick																			
L. Block																			
M. Dual-type	125.73				4.60		0.79	59.76	5.41	20.84	0.20	5.65	6.31	18.16	0.88	1.19		0.45	1.49
TOTAL	4299.324	90.77	914.40	1550.049	280.52	766.293	227.71	196.801	19.174	60.415	6.32	13.94	22.37	89.50	10.46	38.152	1.13	1.05	10.27

U. S. GOVERNMENT PRINTING OFFICE 16—13879

Includes 91.927 Miles of Divided Highway
Dual Type is not Divided Highway

Form SM-8
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

69-R024-1

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

(See Instructions on Reverse Side)

STATE OF MARYLAND

For Year Ended December 31, 19 44

Primary State Highway System - Rural
(Indicate above the subdivision of State highway system (or other system) reported on this form)

Dual-Type Roads						Divided Highways								
Road types and widths				Total width in feet	Length in miles	Types and widths of divided roadways						Total surfaced width in feet	Average width of dividing strips	Length in miles
First type		Second type				First roadway		Second roadway		Third roadway				
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
F	8	J	10	18	4.60									
F	8	J	15	23	13.05	I-23	24	I-23	24			48	36	2.03
F	8	J	16	24	1.94	I-23	24	I-23	24			48	36	1.21
F	8	J	17	25	4.70	I-23	24	I-23	24			48	36	0.05
F	8	J	18	26	8.83	I-23	24	I-23	24			48	36	0.20
F	10	J	18	28	2.96	I-23	24	I-23	24			48	36	0.40
F	10	J	20	30	1.10	I-23	24	I-23	24			48	36	0.18
F	15	J	15	30	0.90	I-23	24	I-23	24	J-26	12	60	14	0.18
F	16	J	16	32	2.33	I-23	24	I-23	24	J-26	12	60	14	0.22
F	16	J	20	36	3.55	I-23	24	I-23	24			48	36	0.40
F	18	J	16	34	0.39	I-23	24	I-23	32			64	36-10	0.08
F	20	J	14	34	2.36	I-23	24	I-23	30			60	2	0.53
F	20	J	15	35	2.50	I-23	24	I-23	24	J-26	10	58	2@2'	0.04
						I-23	24	I-23	24	J-26	7-13			
G	10	J	22	32	3.38					J-26	7-13	over 60'	2-12	0.10
G12	14	J-26	14	28	0.25	I-23	24	I-23	24	J-26	7-13			
G	18	H	10	28	0.20					J-26	7-13	over 60'	2-12	0.02
G17	20	J-26	82	102	0.07	I-23	30	I-23	24	J-26	8	62	2	0.05
G16	20-27	H-19	Variable	36	0.08	I-23	32	I-23	32			64	2	1.35
						H-18	24	H-18	24	H-18	20			
H	8	I	18	26	1.13					H-18	20	88	2@20	0.56
H	10	I	20	30	2.16	H-18	24	H-18	24	H-18	24			
H	10	I	23	33	0.10					H-18	24	96	3@10	0.08
H	10	I	24	34	0.08	H-18	24	H-18	24	H-18	24	48	1@10	0.12
H-19	Variable	I	20	30	0.18	J-26	15	J-26	15			30	2'	0.185
H	16	I	24	40	0.15	J-26	24	J-26	24			48	1@10	0.69
						J	20	J	20			40	20	0.41
				Total	56.99	J	20	J	20			40	6-50	7.43
												Total		16.515

U. S. GOVERNMENT PRINTING OFFICE 16—15878

Form SM-8
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

(See Instructions on Reverse Side)

69-R024-1

Sheet 2 of 4

STATE OF MARYLAND

Primary State Highway System - Rural

(Indicate above the subdivision of State highway system (or other system) reported on this form)

For Year Ended December 31, 1944

Dual-Type Roads						Divided Highways								
Road types and widths				Total width in feet	Length in miles	Types and widths of divided roadways						Total surfaced width in feet	Average width of dividing strips	Length in miles
First type		Second type				First roadway		Second roadway		Third roadway				
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
H	8	J	15	23	0.37	J	20	J	20			40	30	26.85
H	9	J	15	24	0.38	J	20	J	20			40	20	0.25
H	9.5	J	15	24.5	0.14	J	20	J	22			42	50	11.71
H	10	J	15	25	8.71	J	22	J	22			44	40	1.58
H	10	J	16	26	2.93	J	22	J	22			44	45	0.83
H	11	J	15	26	1.50	J	24	J	24			48	36	2.76
H	11	J	16	27	2.00	J	24	J	24			48	48	12.59
H	12	J	10	22	0.79	J	24	J	24			48	4	0.35
H	14	J	16	30	0.97	J-26	24	J-26	24			48	?	2.10
H	15	J	25	40	0.63	J-26	24	J-26	24			48	18	00.27
H	16	J	24	80	1) 0.40	J-26	24	J-26	24			48	18	0.08
H	16	J	54	110	0.09	J-26	24	J-26	24			48	?	0.40
H	18	J	20	38	1.21	J-26	24	J-26	24			48	36	1.84
H	18	J	22	40	0.32	J-26	24	J-26	24			48	36	0.50
H	19	J	15	34	0.32	J-26	24	J-26	24			48	7.5	0.038
H	20	J	16	36	0.40	J-26	24	J-26	24			48	2	1.019
H	20	J	20	40	0.40	J-26	24	J-26	24			48	10-24	0.066
H	20	J	28	48	0.10	J-26	24	J-26	24			48	24-36	1.409
H	40	J-26	24	64	0.19	J-26	24	J-26	24			48	36	0.777
						J-26	24	J-26	24			48	24-36	0.100
I	8	J	15	23	11.65	J-26	24	J-26	24			48	22	0.079
I	17	J	22	39	0.90	J-26	24	J-26	24			48	?	0.023
I	20	J	10	30	2.03	J-26	24	J-26	24			48	?	0.221
I	20	J	20	40	6.94	J-26	24	J-26	49	J-26	49		13-28 16-36	
I	20	J	20	40	9.72	J-26	24					146	13-28	0.07
I	20	J	38	58	0.41	J-26	24	J-26	24	J-26	24		28-36	
I	20	J	40	60	0.26	J-26	24					96	28	0.05
I	22	J	8	30	5.89	J-26	24	J-26	34	J-26	24			
				Total	59.65								Total	65.962

U. S. GOVERNMENT PRINTING OFFICE 10—15878

Form SM-8
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

(See Instructions on Reverse Side)

69-R024-1

Sheet 3 of 4

STATE OF MARYLAND

For Year Ended December 31, 19 44

Primary State Highway System -Rural
(Indicate above the subdivision of State highway system (or other system) reported on this form)

Dual-Type Roads						Divided Highways								
Road types and widths				Total width in feet	Length in miles	Types and widths of divided roadways						Total surfaced width in feet	Average width of dividing strips	Length in miles
First type		Second type				First roadway		Second roadway		Third roadway				
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
						J-26	24					106	28	0.04
I	22	J	10	32	0.54	J-26	34-24	J-26	34-24	J-26	24	92-72	18-28	0.06
I	22	J	22	44	0.88	J-26	24	J-26	24	J-26	24	72	28	0.02
I	24	J	8	32	1.54	J-26	30-24	J-26	60-24			90-48	15-18	0.06
I	24	J-26	24	48	1.09	J-26	32	J-26	32			64	?	0.02
I-23	48	J-26	12	2)60	0.18	J-26	32-27	J-26	34-39			66	6	0.03
I-23	48	J-26	12	2)60	0.22	J-26	34	J-26	24			58	26	0.03
I-23	48	J-26	14	2) 58	0.04	J-26	24-42	J-26	24-42			48-84	12-24	0.06
I-23	48	J-26	20	2) over 60	0.10	J-26	39-34	J-26	27-32	J-26	24		6	
I-23	48	J-26	20	2) over 60	0.02	J-26	20					110	55-38	0.02
I-23	54	J-26	8	2)62	0.05	J-26	39	J-26	39			78	6	0.11
			Total Sheets 3-		4.66	J-26	39-30	J-26	39-27			78-57	6-15	0.10
			" " 2-		59.65	J-26	42	J-26	42			84	62-52	0.06
			" " 1-		56.99	J-26	42	J-26	42			84	52-35	0.04
					121.30	J-26	46-36	J-26	36	J-26	20	102-92	10-6 70-55	0.09
3) Error in 1941 SM8						J-26	24	J-26	24			48	18	1.09
Type M 23'-26'					4.43	J-26	36	J-26	46	6-17	20	91	10-20 45-70	0.07
			Total		125.73	H	20	H	20			40	24	0.30
						H	20	H	22			42	26	0.20
						H	24	H	24			48	20	2.80
						H J	16 24	J	40			80	12	170.40
						H J	16 54	J	40			110	12	170.09
1) One line of divided highway and one of type M						H	34	H	34			68	20	0.48
						I	24	I	24			48	42	0.33
						I	25	I	25			50	4	0.61
2)This is divided highway dual type						I	25	I	30			55	4	0.29
3)Re-inventory should provide correct analysis						I	29	I	32			61	14	1.19
						I	31	I	31			62	4	0.86
													Total	9.45

U. S. GOVERNMENT PRINTING OFFICE 16—15878

Form SM-8
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

69-R024-1

(See Instructions on Reverse Side)

Sheet 4 of 4

STATE OF MARYLAND

Primary State Highway System - Rural

(Indicate above the subdivision of State highway system (or other system) reported on this form)

For Year Ended December 31, 1941

Dual-Type Roads						Divided Highways								
Road types and widths				Total width in feet	Length in miles	Types and widths of divided roadways						Total surfaced width in feet	Average width of dividing strips	Length in miles
First type		Second type				First roadway		Second roadway		Third roadway				
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
											Total	Sheet	3	9.45
											"	"	2	65.962
											"	"	1	16.515
												Total		91.927

U. S. GOVERNMENT PRINTING OFFICE 10—15878

Form SM-1
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

69-R017-1

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF MARYLAND

Urban Extensions of Primary State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1944

PROJECT No.		LOCATION	ROAD REPLACED				ROAD BUILT				NET MILES ABANDONED (7—11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
A-365-2		From Cumberland twd.NE	14' Bit. Pent.6'P.C.Con.	H-18	20'	0.08	Amesite	I-24	20'	0.08	
A-365-2		From BedfordSt. td. Cumberland	" " " " " " "	H-18	20'	1.32	"	I-24	20'	1.32	

U. S. GOVERNMENT PRINTING OFFICE 16—15881

Form SM-4
(1938)

69-R020-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

HIGHWAY MILEAGE ANALYSIS SCHEDULE

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1944

Urban Extensions of Primary State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

ACCOUNTING TABLE OF CONSTRUCTION CHANGES

Type of Road Existing or Built	Existing Mileage at Beginning of Year	Changes in System Other Than Construction: Revisions due to resurvey or former error (+ or −)	Changes in System Other Than Construction: Mileage transfers: Additions from other systems	Changes in System Other Than Construction: Mileage transfers: Transfers to other systems	Changes in System Other Than Construction: Net changes other than construction (2+3−4)	Built on new location	Type of road replaced or abandoned: A Primitive	B Unimproved	C Graded and drained	D Soil-surfaced	E Gravel or stone	F Bituminous surface-treated	G Mixed bituminous	H Bituminous penetration	I Bituminous concrete and sheet asphalt	J Portland cement concrete	K Brick	L Block	M Dual-type	Summary of construction changes: Mileage built during year: On earth roads or new location	New types replacing old surface	Reconstruction to same type	Total	Mileage of former types replaced	Net mileage change due to construction (23−24)	Net Total Change in Mileage (5+25)	Existing Mileage at End of Year (1+26)	Type of Road (symbol)
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
	**	**	**	**	**	**														**	**	**	( )	**	**	**	**	
Road abandoned						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					Abandoned.
A. Primitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					A.
B. Unimproved																												B.
C. Graded and drained																												C.
D. Soil-surfaced																												D.
E. Gravel or stone																												E.
F. Bituminous surface-treated	2.73																										2.73	F.
G. Mixed bituminous	10.14																										10.14	G.
H. Bituminous penetration	17.36																						1.40	-1.40	-1.40	15.96	H.
I. Bituminous concrete and sheet asphalt	11.61													1.40						1.40			1.40		+1.40	+1.40	13.01	I.
J. Portland cement concrete	56.44																										56.44	J.
K. Brick	1.72																										1.72	K.
L. Block																												L.
M. Dual-type	5.86																										5.86	M.
TOTALS	105.86					( )								1.40						1.40			1.40	1.40	0.00	0.00	105.86	TOTALS.

U. S. GOVERNMENT PRINTING OFFICE 16—15883

Form SM-7
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

69-R023-1

STATE OF MARYLAND

Urban Extensions of Primary State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1944

TYPE OF ROAD	TOTAL EXISTING MILEAGE	ENTER BELOW THE NUMBER OF MILES OF EACH TYPE HAVING THE FOLLOWING WIDTHS IN FEET																	
		Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and over
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
A. Primitive																			
B. Unimproved																			
C. Graded and drained																			
D. Soil-surfaced																			
E. Gravel or stone													0.58						
F. Bituminous surface-treated	2.73		0.26	1.55	0.10	0.24													
G. Mixed bituminous	10.14		2.04	3.78	0.55	0.30		0.64	0.47	0.87		0.44	0.40	0.60					0.05
H. Bituminous penetration	15.96		0.33	1.94	0.58	5.86	0.60	3.45	0.42				1.38	1.40					
I. Bituminous concrete and sheet asphalt	13.01		1.26	0.85		4.35	0.17	0.75	0.47	3.30		0.15	0.79	0.84				0.04	0.04
J. Portland cement concrete	56.44		12.84	5.13	6.89	9.06	0.29	5.54	3.83	3.01	1.50	0.31	0.90	1.95		3.41	0.04	0.61	1.13
K. Brick	1.72					0.39		0.20	0.37	0.08		0.63	0.05						
L. Block																			
M. Dual-type	5.86							2.68				0.63		1.48			0.60		0.47
TOTAL	105.86		16.73	13.25	8.12	20.20	1.06	13.24	5.56	7.26	1.50	2.16	4.10	6.27		3.41	0.64	0.65	1.69

U. S. GOVERNMENT PRINTING OFFICE 16—1179

Includes 4.36 Miles of Divided Highway

Form SM-8
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

(See Instructions on Reverse Side)

69-R024-1

STATE OF MARYLAND

For Year Ended December 31, 1944

Urban Extensions of Primary State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

Dual-Type Roads						Divided Highways								
Road types and widths				Total width in feet	Length in miles	Types and widths of divided roadways						Total surfaced width in feet	Average width of dividing strips	Length in miles
First type		Second type				First roadway		Second roadway		Third roadway				
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
J-26	16	F	18	34	0.44	J-26	20	J-26	20			40	30	0.69
J-26	15	G-12	11	26	0.26	J-26	20	J-26	20			40	20	0.48
J-26	16	G-12	10½	26½	0.10	J-26	24	J-26	24			48	38	2.38
J-26	16	G	18	34	0.19	J-26	14	J-26	50			64	?	0.12
J-26	20	G	33	53	0.60	J-26	24	J-26	24			48	?	0.12
J-26	17	H	8	25	0.39	J-26	24	J-26	24			48	?	0.53
J-26	9	I	15	24	0.88									
J-26	15	I	8	23	1.05	I	29	I	29			58	11	0.04
J-26	20	I	20	40	1.48									
J-26	67-69	I	15	82-84	0.47								Total	4.36
				Total	5.86									

U. S. GOVERNMENT PRINTING OFFICE 16—15878

Form SM-1 (1938) - 69-R017-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

PROJECT RECORD OF ROAD CONSTRUCTION

DUPLICATE

STATE OF MARYLAND

MARY (incl. FAS)
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1943

PROJECT NO.		LOCATION	ROAD REPLACED				ROAD BUILT				NET MILES ABANDONED (7—11)	
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles		
State	Federal		Description	Type symbol			Description	Type symbol				
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	
Md. 20	B	Eastern Ave. to North Point Rd.	New location				P.C. concrete	J-26	20	0.20		
Md. 5		1.4 mi. S. Hughsville to St. Marys to. Line					P.C. concrete	J-26	20	0.130		
Md. 20	DA-MI-3A	Moffett Ave. To Wise Ave.	" "				" " "	J-26	42	0.132		
Md. 20		Eastern Ave. to North Point Rd.	" "				Bituminous concrete	I-23	48	2.030		
Md. 20	DA-MI-3A	Moffett Ave. to Wise Ave.	" "				P. C. concrete	J-26	20	0.144		
Md. 20	DA-MI-3B	Moffett Ave. to Balto. City Line	" "				Bituminous concrete	I-23	48	1.210		
Md. 20		Eastern Ave. to North Point Rd.	" "				" "	I-23	48	0.400		
Md. 20		Moffett Ave. to Balto. City Line	" "				P. C. concrete	J-26	20	0.215		
Md. 20		Eastern Ave. to North Point Rd.	" "				Dual type	M-33	60	0.177		
Md. 20		Moffett Ave. to Balto. City Line	" "				P. C. concrete	J-26	20	0.149		
Md. 20		North Point Rd. to Eastern Ave.	" "				" " "	J-26	78	0.310		
Md. 20		Eastern Ave. to North Point Rd.	" "				" " "	J-26	20	0.097		
Md. 721		Joppa & Harford Rd.	" "				Dual type	M-33	60	0.220		
Md. 711		Fairhill Rd. to Childs Rd.	" "				P. C. concrete	J-26	20	0.950		
Md. 152	DA-HR-4A	Md. 152 to Edgewood Arsenal	" "				" " concrete	J-26	20	0.158		
Md. 152	"	"	" "				Bituminous penetration	H-18	20	0.130		1/
Md. 235	SM	1.4 mi. NW Turner Sta. twd. Hillville	" "				Mixed bituminous	G-16	22	0.735		
Md. 254		End of Md. 235 twd. California	" "				P. C. concrete	J-25	24	0.390		
Md. 404		Ferry slip to St. Margarets Rd.	" "				" " "	J-26	24	0.385		
"		"	" "				Gravel or stone	E-6	38	3.750		
"		"	" "				Gravel or stone	E-6	38	4.000		
"		"	" "				Bituminous penetration	H-18	2-24 2-20	0.560		
							" "	H-18	4-24	0.076		Error
							" "	H-18	2-24	0.118		
							P. C. concrete	J-26	2-24	0.690		
						Total primary built on new location				17.356		

1/ Constructed as NPA Project in 1939 - Never reported.

U. S. GOVERNMENT PRINTING OFFICE 8—12009

Form SM-1 (1938) 69-R017-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19 43

SUMMARY (incl. FAS)

(Indicate above the subdivision of State highway system (or other system) reported on this form)

Project No.		Location	Road Replaced				Road Built				Net Miles Abandoned (7—11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Md. 291		2 mi. W. of Millington to W. of Chesterville-Compton	Rd. Graded and drained	C-3	24	2.300	Gravel or stone	E-6	30	2.300	2/
US 222		From US 40 to Bainbridge	P. C. concrete	J-26	15	4.530	Mixed bituminous	G-13	22	4.320	0.21
Md. 41		US 1? to Little Youghiogheny River	Gravel or stone	E-6	17	0.400	Bituminous penetration	H-19	19	0.400	
Md. 504		From Md. 240 to Dowells	Bit. surface treated	F-9	21	1.200	Mixed bituminous	G-16	22	1.200	
Md. 5		1.6 mi. S. Hughsville to St. Marys Co. Line	" " "	F-9	17.5	0.174	P. C. concrete	J-26	42	0.174	
Md. 2		From S. River Br. South	Mixed bituminous	G-14	16	1.000	Mixed bituminous	G-14	24	1.000	3/
Md. 2515		1.6 mi. S. Hughsville tol.5mi. N. Mechanicsville	Bituminous surf. treated	F-9	17.5	5.300	P. C. concrete	J-26	22	3.650	1.65
Md. 150	DA-WI-5C	Back River to Marlyn Avenue	Dual type	M	34	1.348	Bituminous concrete	I-23	64	1.348	
"	DA-WI-3B	Laurence Ave. west to Lutheran Church	Bituminous penetration	H-19	20	0.040	Dual type	M-34	58	0.040	
"	"	"	" "	H-19	20	0.096	" "	M-33	68	0.096	
"	"	"	" "	H-19	20	0.022	" "	M-33	68	0.022	
"	"	"	" "	H-19	20	0.053	" "	M-34	62	0.053	
"	DA-WI-5A	Back River to Marlyn Avenue	" "	H-19	20	0.531	Bituminous concrete	I-23	60	0.531	
"	"	"	" "	H-19	18-20	1.234	" "	I-23	62	1.234	
"	"	"	" "	H-19	20	0.530	" "	I-23	48	0.530	
"	"	"	" "	H-19	18	0.020	" "	I-23	48	0.020	
Md. 20		Moffett Ave. to Balto. City Line	" "	H-19	18-20	0.400	" "	I-23	48	0.400	
"		"	" "	H-19	20	0.080	" "	I-23	48-64	0.080	
Md. 152	DA-WR-4A	Md. 152 toward Edgewood Arsenal	Bituminous concrete	I-23	32	0.600	P. C. concrete	J-26	24	0.600	
"	"	"	" "	I-23	24	0.060	P. C. concrete	J-26	24	0.060	
Md. 62		Md. 6 to West	Gravel or stone	E-6	17	2.200	Bit. Surface treated	F-9	18	2.200	
Md. 61 & 62		Md. 425 toward Marbury	" " "	E-6	17	2.200	" " "	F-9	18	2.200	
Md. 425		0.02mi. S. Md. 484 twd. Ironsides	" " "	E-6	17	1.150	" " "	F-9	26	1.150	
Md. 244		From Rd. 1.33 west	" " "	E-6	17	1.500	" " "	F-9	17	1.500	
Md. 447		From Md. 235 to Loveville	" " "	E-6	17	3.000	" " "	F-9	17	3.000	
Md. 235		1.4 mi. NW of Turner twd. Hillville	Bit. Surface treated	F-9	17.5	3.250	Gravel or stone	E-6	38	2.420	0.83
Md. 254		End of Md. 253 twd. California	" " "	F-9	17.5	2.910	" " "	E-6	38	1.910	1.00
Md. 252		1.5mi. N. Mechanicsville twd. 3 Notch Rd.	" " "	F-9	17.5	3.930	P. C. concrete	J-26	22	3.930	
Md. 705		From Md. 382 twd Naval Airport	Gravel or stone	E-6	30	3.000	Bit. Surface treated	F-9	30	3.000	4/
Md. 180	DA-WR-2A	Odenton twd Jessups	Bit. surface treated	F-9	18	1.680	P. C. concrete	J-25	44	1.680	

2/Section also appears on SM-3. 3/Crown changed: 2" to 2½" of material added. 4/Status concerning State or county Designation not settled.

U. S. GOVERNMENT PRINTING OFFICE 16—1588

Form SM-1 (1938) 49-R017-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF ~~MARYLAND~~

RY (incl. PAS)

(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 19 43

PROJECT NO.		LOCATION	ROAD REPLACED				ROAD BUILT				NET MILES ABANDONED (7—11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Md. 180	DA-MR-2A	Odenton to Jessups		E-6	16	1.400	P. C. concrete	J-26	44	1.400	✓
Md. 20	DA-WI-3B B	Eastern Ave. to N. Point Road		H-19	20	0.066	" " "	J-26	20	0.020	✓ 0.046
Md. 20	" B	"		H-19	16	0.100	" " "	J-26	20	0.100	✓
Md. 20	" B	"		H-19	20	0.280	" " "	J-26	20	0.280	✓ 8
Md. 150	DA-WI-5C B	Eastern Boulevard Bridge over Back River		J-26	20.5	0.281	" " "	J-26	55	0.281	✓
41		Mt. Lake Park		E-6	18	0.700	Bituminous penetration	H-19	19	0.700	
219	Garrett	Oakland		F-9	18	0.400	" "	H-19	20	0.400	
							Total mileage rebuilt			44.229	
							Total new location			17.356	
							Total mileage built			61.585	

U. S. GOVERNMENT PRINTING OFFICE 16—15881

Form SM-2 69-R018-1
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

PROJECT RECORD OF ROAD WIDENING

STATE OF MARYLAND

IMARY (incl. FAS)
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 19 43

PROJECT NO.		LOCATION	ROAD BEFORE WIDENING				WIDENING OPERATION			ROAD AFTER WIDENING						NET MILES ABANDONED
			Type of road		Width in feet	Length in miles	Type of widening laid		Width in feet	Road types (if single type use only cols. 11 and 12)				Total width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol		Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(7–16) (17)
US 40	A1	West Slope Green Ridge	Bituminous penetration	H-18	24	0.38	Bituminous penetration	H-18	10	H-18	34			34	0.38	
Md. 280		Elkton North	P. C. concrete	J-26	15	0.16	P. C. concrete	J-26	5	J-26	20			20	0.16	
												Total	widening		0.54	

U. S GOVERNMENT PRINTING OFFICE 16—15972

Form SM-3 (1938) 69-RO19-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

(DUPLICATE)

RECORD OF ROAD MILEAGE TRANSFERRED

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1943

PRIMARY (incl. FAS)
(Indicate above the subdivision of State highway system (or other system) reported on this form)

MILEAGE ADDED FROM OTHER SYSTEMS

System from which transferred	Location	Type of road: Description	Type of road: Type symbol	Width in feet	Length in miles
(1)	(2)	(3)	(4)	(5)	(6)
County KC9X	2mi. W. of Millington to W. of Chesterville-Compton Rd.	Graded and drained	C-3	24	2.30
County B	Back River to Marlyn Ave.	P. C. concrete	J-26	20½	0.28
County AA	Odenton toward Jessups	Bit. surface treated	F-9	18	1.68
County AD	" " "	Gravel or stone	E-6	16	1.40
		Total mileage transferred			5.66

MILEAGE TRANSFERRED TO OTHER SYSTEMS

System to which transferred	Location	Type of road: Description	Type of road: Type symbol	Width in feet	Length in miles
(7)	(8)	(9)	(10)	(11)	(12)

8—12007

Form SM-4 (1938) 69-R020-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

HIGHWAY MILEAGE ANALYSIS SCHEDULE

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1942

STATE PRIMARY SYSTEM (Incl. FAS)
(Indicate above the subdivision of State highway system (or other system) reported on this form)

TYPE OF ROAD EXISTING OR BUILT	EXISTING MILEAGE AT BEGINNING OF YEAR	CHANGES IN SYSTEM OTHER THAN CONSTRUCTION				ACCOUNTING TABLE OF CONSTRUCTION CHANGES																				
						Type of road replaced or abandoned														Summary of construction changes						
		Revisions due to resurvey or former error (+ or −)	Mileage transfers		Net changes other than construction (2+3−4)	Built on new location	A Primitive	B Unimproved	C Graded and drained	D Soil-surfaced	E Gravel or stone	F Bituminous surface-treated	G Mixed bituminous	H Bituminous penetration	I Bituminous concrete and sheet asphalt	J Portland cement concrete	K Brick	L Block	M Dual-type	Mileage built during year: On earth roads or new location	Mileage built during year: New types replacing old surface	Mileage built during year: Reconstruction to same type	Mileage built during year: Total	Mileage of former types replaced	Net mileage change due to construction (23−24)	NET TOTAL CHANGE IN MILEAGE (5+25)	EXISTING MILEAGE AT END OF YEAR (1+26)	TYPE OF ROAD (symbol)
			Additions from other systems	Transfers to other systems																						
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
Road abandoned	**	**	**	**	**	**						3.480		0.046		0.210				**	**	**	(3.736)	**	**	**	**	Abandoned.
A. Primitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					A.
B. Unimproved						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					B.
C. Grade and drained			2.300		2.300																			2.300	- 2.300			C.
D. Soil-surfaced	19.200																										19.20	D.
E. Gravel or stone	45.550		1.400		1.400	7.750			2.300			4.330								10.050	4.330		14.380	15.550	- 1.170	+ 9.23	45.78	E.
F. Bituminous surface-treated	621.920		1.680		1.680						13.050										13.050		13.050	18.844	- 5.794	- 4.11	617.81	F.
G. Mixed bituminous	651.990					0.735						1.200	1.080			4.320				0.735	5.520	1.090	7.255	1.000	+ 6.255	+ 6.25	658.24	G.
H. Bituminous penetration	871.920					0.884					1.100	0.400								0.884	1.500		2.384	3.452	- 1.068	- 1.07	870.85	H.
I. Bituminous concrete and sheet asphalt	310.890					3.640								2.795					1.348	3.640	4.143		7.783	0.660	+ 7.123	+ 7.12	318.01	I.
J. Portland cement concrete	1,613.940		0.281		0.281	3.950					1.400	9.434		0.400	0.660	0.281				3.950	11.894	0.281	16.125	4.811	+11.314	+11.60	1,625.54	J.
K. Brick																												K.
L. Block																												L.
M. Dual-type	126.470					0.397								0.211						0.397	0.211		0.608	1.348	- 0.740	- 0.74	125.73	M.
TOTALS	4,261.880		5.661		5.661	17.356 ( )			2.300		15.550	18.844	1.080	3.452	0.660	4.811			1.348	19.656	40.668	1.281	61.585	47.965	+15.620	+15.28	4,281.16	TOTALS.

U. S. GOVERNMENT PRINTING OFFICE 8—12005

Form SM-5 (1938) 69-ROZ1-1

DUPLICATE

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

SUMMARY OF STATE HIGHWAY MILEAGE EXISTING

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19 43

TYPE OF ROAD	RURAL ROADS UNDER STATE CONTROL					URBAN EXTENSIONS OF STATE HIGHWAY SYSTEM			TOTAL DESIGNATED STATE HIGHWAY SYSTEM	TOTAL ROADS AND STREETS REPORTED
	Primary State highway system (incl. FAS)	Secondary State highway system	State-aid system	County or local roads under State control	Total	On designated State highway system	Connecting streets not on designated system	Total		(5+8)
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
A. Primitive										
B. Unimproved										
C. Graded and drained										19.20
D. Soil-surfaced	19.20				19.20					45.78
E. Gravel or stone	45.78				45.78					620.54
F. Bituminous surface-treated	617.81				617.81	2.73		2.73		668.38
G. Mixed bituminous	658.24				658.24	10.14		10.14		888.21
H. Bituminous penetration	870.85				870.85	17.36		17.36		329.62
I. Bituminous concrete and sheet asphalt	318.01				318.01	11.61		11.61		1,681.98
J. Portland cement concrete	1,625.54				1,625.54	56.44		56.44		1.72
K. Brick						1.72		1.72		
L. Block										131.59
M. Dual-type	125.73				125.73	5.86		5.86		
TOTAL	4,281.16				4,281.16	105.86		105.86		4,387.02

U. S. GOVERNMENT PRINTING OFFICE 8—12011

Form SM-6 (1938) 69-R022-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

SUMMARY OF STATE HIGHWAY MILEAGE BUILT

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1943

TYPE OF ROAD BUILT	ON RURAL ROADS UNDER STATE CONTROL					ON URBAN EXTENSIONS OF STATE HIGHWAY SYSTEM				TOTAL MILEAGE BUILT ON DESIGNATED STATE HIGHWAY SYSTEM	OTHER MILEAGE BUILT BY STATE HIGHWAY DEPARTMENT (SPECIFY)		TOTAL REPORTED
	Primary State highway system	Secondary State highway system	State-aid system	County or local roads under State control	Total	On designated State highway system	On connecting streets not on designated system: By State highway department	On connecting streets not on designated system: By city authorities	Total				
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
C. Graded and drained													
D. Soil-surfaced													
E. Gravel or stone	14.38				14.38					14.38			14.38
F. Bituminous surface-treated	13.05				13.05	0.10			0.10	13.15			13.15
G. Mixed bituminous	7.26				7.26					7.26			7.26
H. Bituminous penetration	2.38				2.38					2.38			2.38
I. Bituminous concrete and sheet asphalt	7.78				7.78					7.78			7.78
J. Portland cement concrete	16.12				16.12					16.12			16.12
K. Brick													
L. Block													
M. Dual-type	0.61				0.61					0.61			0.61
TOTAL	61.58				61.58	0.10			0.10	61.68			61.68

U. S. GOVERNMENT PRINTING OFFICE 16—15882

Form SM-7 (1938) 69-R023-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

STATE OF MARYLAND

PRIMARY (incl. FAS)
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1943

TYPE OF ROAD	TOTAL EXISTING MILEAGE	ENTER BELOW THE NUMBER OF MILES OF EACH TYPE HAVING THE FOLLOWING WIDTHS IN FEET																	
		Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and over
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
A. Primitive																			
B. Unimproved																			
C. Graded and drained	19.20			12.47		5.69							1.04						
D. Soil-surfaced	45.78	0.42	2.17	9.70		6.01				13.02	4.91		7.75	0.69	1.11				
E. Gravel or stone	617.81		21.52	540.94	29.85	17.42		1.84	1.01	3.00	0.64		0.15	0.13	1.06	0.25			
F. Bituminous surface-treated	658.24	1.97	227.26	299.42	39.39	48.87	35.16	3.94	1.14	0.14			0.65	0.30					
G. Mixed bituminous	870.85	0.67	112.74	252.47	43.06	364.87	44.87	37.34	4.25	2.43		2.04	0.25	1.78		2.92	0.05		1.11
H. Bituminous penetration	318.01		13.64	25.47	32.42	128.17	37.85	33.52	1.40	9.93	0.57	3.98	3.67	15.46		4.92	0.61	0.29	5.91
I. Bituminous concrete and sheet asphalt	1,625.54	87.71	538.55	426.05	144.14	185.29	83.97	51.39	5.60	10.87		1.64	2.55	52.98	7.41	25.14	0.47	0.31	1.47
J. Portland cement concrete																			
K. Brick																			
L. Block																			
M. Dual-type	125.73				4.60		0.79	59.76	5.41	20.84	0.20	5.65	16.31	18.16	0.88	1.19		0.45	1.49
TOTAL	4,281.16	90.77	916.08	1,566.52	293.46	756.32	202.64	187.79	18.81	60.23	6.32	13.31	22.37	89.50	10.46	34.42	1.13	1.05	9.98

U. S. GOVERNMENT PRINTING OFFICE 8—12013

Form SM-8 (1938) 69-ROZ-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

(See Instructions on Reverse Side)

STATE OF MARYLAND

MARY (incl. PAS)

(Indicate above the subdivision of State highway system (or other system) reported on this form)

For Year Ended December 31, 1943

Dual-Type Road (Total 125.73 miles)						Divided Highways								
Road types and widths				Total width in feet	Length in miles	Types and widths of divided roadways						Total surfaced width in feet	Average width of dividing strips	Length in miles
First type		Second type				First roadway		Second roadway		Third roadway				
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
F	8	J	10	18	4.60									
F	8	J	15	23	13.05	I-23	24	I-23	24			48'	36'	2.03
F	8	J	16	24	1.94	I-23	24	I-23	24			48	36	1.21
F	8	J	17	25	4.70	I-23	24	I-23	24			48	36	0.05
F	8	J	18	26	8.83	I-23	24	I-23	24			48	36	0.20
F	10	J	18	28	2.96	I-23	24	I-23	24			48	36	0.40
F	10	J	20	30	1.10	I-23	24	I-23	24			48	36	0.18
F	15	J	15	30	0.90	I-23	24	I-23	24	J-26	12	60	14	2/0.18
F	16	J	16	32	2.33	I-23	24	I-23	24	J-26	12	60	14	2/0.22
F	16	J	20	36	3.55	I-23	24	I-23	24			48	36	0.40
F	18	J	16	34	0.39	I-23	32	I-23	32			64	36-10	0.08
F	20	J	14	34	2.36	I-23	30	I-23	30			60	2	0.53
F	20	J	15	35	2.50	I-23	24	I-23	24	J-26	10	58	2@ 2'	2/0.04
						(I-23	24	I-23	24	J-26	7-13			
G	10	J	22	32	3.38	(				J-26	7-13	Over 60'	2-12	2/0.10
G-12	14	J-26	14	28	0.25	(I-23	24	I-23	24	J-26	7-13			
G	18	H	10	28	0.20	(				J-26	7-13	Over 60'	2-12	2/0.02
G-17	20	J-26	82	102	0.07	I-23	30	I-23	24	J-26	8	62	2	2/0.05
G-16	20-27	H-19	Variable	36	0.08	I-23	32	I-23	32			64	2	1.35
						(H-18	24	H-18	24	H-18	20			
H	8	I	18	26	1.13	(				H-18	20	88	2@ 20	0.56
H	10	I	20	30	2.16	(H-18	24	H-18	24	H-18	24			
H	10	I	23	33	0.10	(				H-18	24	96	3@ 10	0.08
	10	I	24	34	0.08	H-18	24	H-18	24			48	1@ 10	0.12
	19 Variable	I	20	36	0.18	J-26	24	J-26	24			48	1@ 10	0.69
H	16	I	24	40	0.15	J	20	J	20			40	20	0.41
						J	20	J	20			40	6-50	7.43
						J	20	J	20			40	30	26.85

U. S. GOVERNMENT PRINTING OFFICE 16—15878

Form SM-8 (1938) 69-R024-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

(See Instructions on Reverse Side)

STATE OF MARYLAND

For Year Ended December 31, 1943

MARY (incl. FAS)

(Indicate above the subdivision of State highway system (or other system) reported on this form)

Dual-Type Roads						Divided Highways								
Road types and widths				Total width in feet	Length in miles	Types and widths of divided roadways						Total surfaced width in feet	Average width of dividing strips	Length in miles
First type		Second type				First roadway		Second roadway		Third roadway				
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
H	8	J	15	23	0.37	J	20	J	20			40	20	0.25
H	9	J	15	24	0.38	J	20	J	22			42	50	11.71
H	9.5	J	15	24.5	0.14	J	22	J	22			44	40	1.58
H	10	J	15	25	8.71	J	22	J	22			44	45	0.83
H	10	J	16	26	2.93	J	24	J	24			48	36	2.76
H	11	J	15	26	1.50	J	24	J	24			48	38	12.59
H	11	J	16	27	2.00	J	24	J	24			48	4	0.35
H	12	J	10	22	0.79	J-26	24	J-26	24			48	?	2.10
H	14	J	16	30	0.97	J-26	24	J-26	24			48	18	0.27
H	15	J	25	40	0.63	J-26	24	J-26	24			48	18	0.08
H	16	J	24	80	1/0.40	J-26	24	J-26	24			48	?	0.40
H	16	J	54	110	1/0.09	J-26	24	J-26	24			48	36	1.84
H	18	J	20	38	1.21	J-26	24	J-26	24			48	36	0.50
H	18	J	22	40	0.32	(J-26	24	J-26	49	J-26	49		13-28 16-36	
H	19	J	15	34	0.32	(J-26	24					146	13-28	0.07
H	20	J	16	36	0.40	(J-26	24	J-26	24	J-26	24		28 36	
H	20	J	20	40	0.40	(J-26	24					96	28	0.05
H	20	J	28	48	0.10	(J-26	24	J-26	34	J-26	24		28 36-26	
H	40	J-26	24	64	0.19	(J-26	24					106	28	0.04
						J-26	34-24	J-26	34-24	J-26	24	92-72	26-52 18-28	0.06
I	8	J	15	23	11.65	J-26	24	J-26	24	J-26	24	72	52-62 28	0.02
I	17	J	22	39	0.90	J-26	30-24	J-26	60-24			90-48	15-18	0.06
I	20	J	10	30	2.03	J-26	32	J-26	32			64	?	0.02
I	20	J	20	40	6.94	J-26	32-27	J-26	34-39			66	6	0.03
I	20	J	20	40	9.72	J-26	34	J-26	24			58	26	0.03
I	20	J	38	58	0.41	J-26	24-42	J-26	24-42			48-84	62 12-24	0.06
I	20	J	40	60	0.26	(J-26	39-34	J-26	27-32	J-26	24		6	
I	22	J	8	30	5.89	(J-26	20					110	55-38	0.02

U. S. GOVERNMENT PRINTING OFFICE 16—15878

Form SM-8 (1938) 69-R02-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

(See Instructions on Reverse Side)

STATE OF MARYLAND

For Year Ended December 31, 1943

WARY (incl. FAS)
(Indicate above the subdivision of State highway system (or other system) reported on this form)

Dual-Type Roads						Divided Highways								
Road types and widths				Total width in feet	Length in miles	Types and widths of divided roadways						Total surfaced width in feet	Average width of dividing strips	Length in miles
First type		Second type				First roadway		Second roadway		Third roadway				
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
I	22	J	10	32	0.54	J-26	39	J-26	39			78	6	0.11
I	22	J	22	44	0.88	J-26	39-30	J-26	39-27			78-57	6-15	0.10
[illegible]	24	J	8	32	1.54	J-26	42	J-26	42			84	62-52	0.06
[illegible]	24	J-26	24	48	1.09	J-26	42	J-26	42			84	52-35	0.04
I-23	48	J-26	12	2/60	0.18	J-26	46-36	J-26	36	J-26	20	102-92	10-6 70-55	0.09
I-23	48	J-26	12	2/60	0.22	J-26	24	I-24	24			48	18	1.09
I-23	48	J-26	14	2/58	0.04	J-26	36	J-26	46	G-17	20	91	10-20 45-70	0.07
I-23	48	J-26	20	2/60 Over	0.10	H	20	H	20			40	24	0.30
I-23	48	J-26	20	2/60 Over	0.02	H	20	H	22			42	26	0.20
I-23	54	J-26	8	2/62	0.05	H	24	H	24			48	20	2.80
						H J	16 24	J	40			80	12	1/0.40
						H J	16 54	J	40			110	12	1/0.09
			Sheet 3		4.66	H	34	H	34			68	20	0.48
			Sheet 2		59.65	I	24	I	24			48	42	0.33
			Sheet 1		56.99	I	25	I	25			50	4	0.61
			Total		121.30	I	25	I	30			55	4	0.29
3/Error in 1941 SM-8						I	29	I	32			61	14	1.19
Type M - 23'-26'					+4.43	I	31	I	31			62	4	0.86
Total existing mileage to 12/31/43					125.73									
												Sheet 3		9.11
												Sheet 2		35.72
												Sheet 1		43.18
												Total existing mileage to 12/31/43		88.01

M/One lane of divided highway and one of type M.
2/This is divided highway, dual type.
Re-inventory should provide correct analysis.

U. S. GOVERNMENT PRINTING OFFICE 16—15878

Form SM-1 (1938) 64-R017

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF MARYLAND

W EXTENSIONS

(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1943

PROJECT NO.		LOCATION	ROAD REPLACED				ROAD BUILT				NET MILES ABANDONED (7—11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Md. 219		From Md. 41 to a point in Oakland.	P. C. concrete	J-26	18	0.10	Bituminous penetration	H-20	20	0.10	

No widening - (No form SM-2 prepared)
No mileage transfers - (No form SM-3 prepared)

U. S. GOVERNMENT PRINTING OFFICE 16—15881

Form SM-4 (1938) 69-R020-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

HIGHWAY MILEAGE ANALYSIS SCHEDULE

STATE OF MARYLAND

URBAN EXTENSION - STATE PRIMARY (incl. FAS)
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1942

Type of Road Existing or Built	Existing Mileage at Beginning of Year	Changes in System Other Than Construction				Accounting Table of Construction Changes													Summary of construction changes						Net Total Change in Mileage (5+25)	Existing Mileage at End of Year (1+26)	Type of Road (symbol)
			Mileage transfers				Type of road replaced or abandoned												Mileage built during year								
		Revisions due to resurvey or former error (+ or −)	Additions from other systems	Transfers to other systems	Net changes other than construction (2+3−4)	Built on new location	A Primitive	B Unimproved	C Graded and drained	D Soil-surfaced	E Gravel or stone	F Bituminous surface-treated	G Mixed bituminous	H Bituminous penetration	I Bituminous concrete and sheet asphalt	J Portland cement concrete	K Brick	L Block	M Dual-type	On earth roads or new location	New types replacing old surface	Reconstruction to same type	Total	Mileage of former types replaced	Net mileage change due to construction (23−24)			
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
Road abandoned	**	**	**	**	**	**														**	**	**	( )	**	**	**	**	Abandoned.
A. Primitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					A.
B. Unimproved						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					B.
C. Grade and drained																												C.
D. Soil-surfaced																												D.
E. Gravel or stone																												E.
F. Bituminous surface-treated	2.73																										2.73	F.
G. Mixed bituminous	10.14																										10.14	G.
H. Bituminous penetration	17.26															0.10					0.10		0.10		* 0.10		17.36	H.
I. Bituminous concrete and sheet asphalt	11.61																										11.61	I.
J. Portland cement concrete	56.54																							0.10	- 0.10		56.44	J.
K. Brick	1.72																										1.72	K.
L. Block	5.86																										5.86	L.
M. Dual-type	5.86																										5.86	M.
Totals	105.86					( )										0.10					0.10		0.10	0.10	----		105.86	Totals.

U. S. GOVERNMENT PRINTING OFFICE 8—12005

Form SM-7 (1938) 69-R023-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

STATE OF MARYLAND

URBAN EXTENSIONS - PRIMARY
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1943

TYPE OF ROAD	TOTAL EXISTING MILEAGE	ENTER BELOW THE NUMBER OF MILES OF EACH TYPE HAVING THE FOLLOWING WIDTHS IN FEET																	
		Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and over
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
A. Primitive																			
B. Unimproved																			
C. Graded and drained																			
D. Soil-surfaced																			
E. Gravel or stone	2.73		0.26	1.55	0.10	0.24							0.58						
F. Bituminous surface-treated	10.14		2.04	3.78	0.55	0.30		0.64	0.47	0.87		0.44	0.40	0.60					0.05
G. Mixed bituminous	17.36		0.33	1.94	0.58	7.26	0.60	3.45	0.42				1.38	1.40					
H. Bituminous penetration	11.61		1.26	0.85		2.95	0.17	0.75	0.47	3.30		0.15	0.79	0.84				0.04	0.04
I. Bituminous concrete and sheet asphalt	56.44		12.84	5.13	6.89	9.06	0.29	5.54	3.83	3.01	1.50	0.31	0.90	1.95		3.41	0.04	0.61	1.13
J. Portland cement concrete	1.72					0.39		0.20	0.37	0.08		0.63	0.05						
K. Brick																			
L. Block	5.86							2.68				0.63		1.48			0.60		0.47
M. Dual-type																			
TOTAL	105.86		16.73	13.25	8.12	20.20	1.06	13.26	5.56	7.26	1.50	2.16	4.10	6.27		3.41	0.64	0.65	1.69

U. S. GOVERNMENT PRINTING OFFICE 8—12013

Form SM-8 (1938) 69-R02[illegible]-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUP[illegible]ATE

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

(See Instructions on Reverse Side)

STATE OF MARYLAND

For Year Ended December 31, 1943

[illegible]H EXTENSIONS
(Indicate above the subdivision of State highway system (or other system) reported on this form)

Dual-Type Roads (Total 5.86 miles)						Divided Highways								
Road types and widths						Types and widths of divided roadways								
First type		Second type		Total width in feet	Length in miles	First roadway		Second roadway		Third roadway		Total surfaced width in feet	Average width of dividing strips	Length in miles
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
J-26	16	F	18	34	0.44	J-26	20	J-26	20			40	30	0.69
J-26	15	G-12	11	26	0.26	J-26	20	J-26	20			40	20	0.48
J-26	16	G-12	10½	26½	0.10	J-26	24	J-26	24			48	38	2.38
J-26	16	G	18	34	0.19	J-26	14	J-26	50			64	?	0.12
J-26	20	G	33	53	0.60	J-26	24	J-26	24			48	?	0.12
J-26	17	H	8	25	0.39	J-26	24	J-26	24			48	?	0.53
J-26	9	I	15	24	0.88									
J-26	15	I	8	23	1.05	I	29	I	29			58	11	0.04
J-26	20	I	20	40	1.48									
J-26	67-69	I	15	82-84	0.47									
Total existing mileage to 12/31/43					5.86	Total existing mileage to 12/31/43								4.36

U. S. GOVERNMENT PRINTING OFFICE 16—15878

Form SM-1
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

Sheet 1 of 3

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF MARYLAND

PRIMARY STATE HIGHWAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1942

Project No.		Location	Road Replaced				Road Built				Net Miles Abandoned (7—11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Wo-180-5-6	FAP 145-A (4)	Herring Creek to US 213- Ocean City	New Location	-	-	-	Portland Cem. Conc.	J-26	Divided 2-24	2.10	-
Wo-180 "A"	-	US 213 - Sinepuxent Bay Bridge	New Location	-	-	-	Portland Cem. Conc.	J-26	46'	0.43	-
Wo-180 "B"	-	US 213 - Herring Creek Bridge	Portland Cem. Conc.	J-26	17	0.02	Portland Cem. Conc.	J-26	Divided 2-32	0.02	-
Wi-88-1	-	Greenhill to Md. 352 - Whitehaven	Gravel or Stone	E-6	16	3.30	Bit. Surf. Treated	F-9	20	3.30	-
S-121-1	-	Md. 413 - Marion to Mapsecil	New Location	-	-	-	Portland Cem. Conc.	J-26	22	2.50	-
[illegible]	-	US 13 - Greenhill Relocation	Bituminous Conc.	I-24	17	0.69	Portland Cem. Conc.	J-26	24	0.69	-
S-124-1	-	US 13 - (Same)	New Location	-	-	-	Portland Cem. Conc.	J-26	24	0.05	-
Q-120	-	S.E. of Centerville Md. 304 - to Rutheburg	(Error) Bit. Surf. Treated	F-7	16	1.36	Soil Surfaced	D-4	16	1.36	-
Q-120	-	Md. 304 - (Same)	(Error) Gravel or Stone	E-6	16	0.80	Soil Surfaced	D-4	16	0.80	-
Maint. Forces Q-156-1	-	Md. 33 - At Romancoke	Soil Surfaced	D-4	20	1.80	Gravel or Stone	E-6	20	1.80	-
Co-164	-	Sour Apple Tree Cor. Md. 313 - to Tee Johns	Mixed Bituminous	G-12	22	2.60	Bituminous Conc.	I-24	22	2.60	-
M-331-1-366	DA-MC-1A	Jones Bridge Rd.- Md. 702 - Rockville Pk. ted. Connecticut Ave.	Bit. Surf. Treated	F-9	15	0.63	Mixed Bituminous	G-12	20	0.63	-
M-352	-	Md. 688 - Redland ted. Derwood	Bit. Surf. Treated	F-9	12	0.38	Mixed Bituminous	G-12	16	0.38	-
? Howard	-	Balto. Co. line Md. 100 - ted. Md. 99	Mixed Bituminous	G	10	2.33	Bit. Surf. Treated	F-9	15	2.33	-
AA-198-1 Ho-199-1	-	Gr. Elimination over Md. 175 - B.&O. at Jessupe	New Location	-	-	-	Portland Cem. Conc.	J-26	24	0.57	-
[illegible]-X-1-311	-	Cherry Hill Lane - Penn- Md.710- ington twd. Ritchie Hwy	Bit. Surf. Treated	F-9	14	0.24	24' Portland Cem. Conc. 40' Bituminous Pen.	M-33	64	0.19	0.05
[illegible]-X-2-311	-	Md. 710 - same (cont'd.)	Bit. Surf. Treated	F-9	12	0.59	Portland Cem. Conc.	J-26	24	0.54	0.05
AA-312-X-2-311	-	same cont'd. to Md. 710 - Ritchie Hwy.	New Location	-	-	-	Portland Cem. Conc.	J-26	24	1.07	-
AA-317-X	-	High Power Radio Rd. Exp. Sta. Rd. to Reservation	Bit. Surf. Treated	F-9	14	0.25	Mixed Bituminous	G-14	18	0.25	-
B-336-1-466	FAP 449-D	US 40 - Edmondson Ave. ext. from City Line to Rolling Rd.	New Location	-	-	-	Portland Cem. Conc.	J-26	Divided 2-24	1.84	-
B-336-1-466	FAP 449-D	US 40 - same	Bit. Surf. Treated	F-9	17	0.50	Portland Cem. Conc.	J-26	Divided 2-24	0.50	-
B-333-4-466	-	Md.150 - Eastern Blvd. - end Martin C.L. ted. Bengies	Portland Cem. Conc.	J-26	20	1.090	Portland Cem. Conc. (new) Bituminous Conc. (resurf.)	M-33	Dig. & dual 2-24	1.090	-
B-333-4-466	-	Md. 150 - same	Portland Cem. Conc.	J-26	20	0.269	Portland Cem. Conc.	J-26	Divided 2-24	0.269	-
B-333-4-466	-	Md. 150 - same	Mixed Bituminous	G-17	21	0.082	Portland Cem. Conc.	J-26	Divided 2-24	0.082	-

U. S. GOVERNMENT PRINTING OFFICE 16—15881

Form SM-1
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

Sheet 2 of 3

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF MARYLAND

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1942

Project No.		Location	Road Replaced				Road Built				Net Miles Abandoned (7—11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
B-440-3-460	FAP A1-463-B	Md.700 - Martin Blvd. - Middle River Rd. - East. Blvd	New Location	-	-	-	Portland Cem. Conc.	J-26	1-36 1-24 Div	0.026	-
B-440-3-460	FAP A1-463-B	Md. 700 - same	New Location	-	-	-	Portland Cem. Conc.	J-26	2-24 2-49 Div.	0.074	-
B-440-3-460	FAP A1-463-B	Md. 700 - same	Portland Cem. Conc.	J-26	20	0.054	Portland Cem. Conc.	J-26	Divided 4-24	0.054	-
B-440-3-460	FAP A1-463-B	Md. 700 - same	Portland Cem. Conc.	J-26	20	0.038	Portland Cem. Conc.	J-26	3-24 1-34 Div	0.038	-
B-440-3-460	FAP A1-463-B	Md. 700 - same	Portland Cem. Conc.	J-26	20	0.055	Portland Cem. Conc.	J-26	2-29 1-24 Div.	0.055	-
B-440-3-460	FAP A1-463-B	Md. 700 - same	Portland Cem. Conc.	J-26	20	0.025	Portland Cem. Conc.	J-26	Divided 3-24	0.025	-
B-440-3-460	FAP A1-463-B	Md. 700 - same	Portland Cem. Conc.	J-26	20	0.065	Portland Cem. Conc.	J-26	Divided 2-33	0.065	-
B-440-3-460	FAP A1-463-B	Md. 700 - same	Portland Cem. Conc.	J-26	20	0.056	Portland Cem. Conc.	J-26	Divided 2-42	0.056	-
B-440-3-460	FAP A1-463-B	Md. 700 - same	New Location	-	-	-	Portland Cem. Conc.	J-26	Divided 2-42	0.037	-
B-440-3-460	FAP A1-463-B	Md. 150 (Eastern Blvd.) Harrison Ave.-Martin Blvd.	Mixed Bituminous	B-17	20	0.075	Portland Cem. Conc. Mixed Bituminous	M-33	1-36 Div. 1-46 & 1-20 dual	0.075	-
B-440-3-460	FAP A1-463-B	Md. 150 - same	Portland Cem. Conc.	J-26	20	0.088	Portland Cem. Conc.	J-26	1-41 1-36 Div. 1-20	0.088	-
B-440-3-460	FAP A1-463-B	Md. 150 - same	Portland Cem. Conc.	J-26	20	0.018	Portland Cem. Conc.	J-26	1-36.5 1-29.5 Div 1-24 1-20	0.018	-
B-440-3-460	FAP A1-463-B	Md. 150 - same	Portland Cem. Conc.	J-26	20	0.032	Portland Cem. Conc.	J-26	1-29.5 1-36.5 Div	0.032	-
B-440-3-460	FAP A1-463-B	Md. 150 - same	Portland Cem. Conc.	J-26	20	0.110	Portland Cem. Conc.	J-26	Divided 2-39	0.110	-
B-440-3-460	FAP A1-463-B	Md. 150 - same	Portland Cem. Conc.	J-26	20	0.100	Portland Cem. Conc.	J-26	1-34.5 1-33 Div	0.100	-
B-440-3-460	FAP A1-463-B	Md. 150 - same	Portland Cem. Conc.	J-26	20	0.061	Portland Cem. Conc.	J-26	1-27 1-42 Div.	0.061	-
B-440-3-460	FAP A1-463-B	Md.--- (Riverton Ave.) from Md. 700 to Magnolia	Graded & Drained	C-3	15	0.053	Bituminous Pen.	M-18	18	0.053	-
B-440-3-460	FAP A1-463-B	Md.--- (Magnolia Ave.) Riverton Ave. - Wampler Rd.	Graded & Drained	C-3	15	0.072	Bituminous Pen.	M-18	18	0.072	-
?	-	US 1 - (Bel Air Rd.) Overlea Ave. - Necker Ave.	16' Bituminous Conc. 20' Portland Cem. Conc.	M-33	36	2.86	Bituminous Conc.	I-24	36	2.86	-
C-84-1-552	FAP-283-B	Md. 2 - from 1.2 S. of Huntingtoen to Pr. Frederick	Bit. Surf. Treated	F-9	16	2.59	Portland Cem. Conc.	J-26	22	2.59	-
C-84-1-552	FAP-283-B	Md. 2 - same	New Location	-	-	-	Portland Cem. Conc.	J-26	22	0.38	-
C-84-1-552	FAP-283-B	Md. 2 - same	Bit. Surf. Treated	F-9	16	0.52	Portland Cem. Conc.	J-26	22	0.52	-
C-84-1-552	FAP-283-B	Md. 2 - same	New Location	-	-	-	Portland Cem. Conc.	J-26	22	0.87	-
SN-172	-	Md. 244 - from Md. 250 to West	Graded & Drained	C-3	12	1.60	Gravel or Stone	E-6	30	1.60	-
221 16	SN-460-D SN-460-C(1)	Bel Alton to US 301 - Lyons Cor. Higgs Rd. twd.	New Location	-	-	-	Portland Cem. Conc.	J-26	24	3.47	-
-1	-	Md. 212 - Beltsville	Gravel or Stone	E-6	16	2.62	Mixed Bituminous	B-12	20	2.62	-
P-285-1	-	Md. 403 - (Colesville Rd.) from US 1 to Md. 500	Bit. Surf. Treated	F-9	18	0.50	Mixed Bituminous	B-16	36	0.50	-

U. S. GOVERNMENT PRINTING OFFICE 16—15881

Form SM-1
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

Sheet 3 of 3

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF MARYLAND

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1942

Project No.		Location	Road Replaced				Road Built				Net Miles Abandoned (7—11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
P-385	FAGS-54-A	from Md. 430 - US 1 to B.&.O.R.R.	New Location	-	-	-	Portland Cem. Conc.	J-26	64	0.33	-
P-385	FAGS-54-A	Md. 430 - same	New Location	-	-	-	Portland Cem. Conc.	J-26	28	0.31	-
State Forces	-	Croome to Md. 705 - Naval Airport	Graded & Drained	C-3	16	3.20	Gravel or Stone	E-6	30	3.20	-
P-315-1-3-4	-	Md. 704 (W.B.&.A. R/W) Seat Pleasant to Defense Hwy.	New Location	-	-	-	Mixed Bituminous	S-16	20	6.09	-
P-315-1-3-4	-	Md. 450 (At Md. 202)	New Location	-	-	-	Mixed Bituminous	S-16	20	0.21	-
P-315-1-3-4	-	Md. 450 (At Defense Hwy.)	New Location	-	-	-	Mixed Bituminous	S-16	20	0.59	-
F-336-1-650	-	(Jefferson-Lander Rd. Md. 464 twd. Pt. of Rocks)	New Location	-	-	-	Mixed Bituminous	S-12	16	1.30	-
F-336-1-650	-	Md. 464 - same	Graded & Drained	C-3	15	1.19	Mixed Bituminous	S-12	16	0.93	0.20
F-218-1-52	FAP-263-B	Md. 464 - from F-336-1-650 to Jeff.-Pt. of Rocks Rd.	Graded & Drained	C-3	15	1.04	Soil Surfaced	D-4	37	1.04	-
None	None	Md. 383 (Extension) Broad Run - Catoctin Cr.	Gravel or Stone	E-6	16	0.75	Bituminous Pen.	M-19	16	0.75	-
None	None	Md. 383 - same	Graded & Drained	C-3	16	0.45	Bituminous Pen.	M-19	16	0.45	-
B-186-6	-	Md. 691 (Hagerstown-Fred.) Hagers. Lim. to Antietam Cr.	New Location	-	-	-	Portland Cem. Conc.	J-26	Divided 2-24	0.40	-
G-187-X-650	-	Md. 345 (Table Rock-Kempton Rd)	Gravel or Stone	E-6	12	0.94	Bituminous Pen.	M-19	16	0.94	-
G-189-X-650	-	Md. 495 (Grantsville - Bittinger Rd.)	Gravel or Stone	E-6	12	3.89	Bituminous Pen.	M-19	16	3.89	-

New Construction
27.587 SK
34.623 OK
61.210 OK

U. S. GOVERNMENT PRINTING OFFICE 16—15881

Form SM-2
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

PROJECT RECORD OF ROAD WIDENING

Sheet 1 of 2

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1942

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway ystem (or other system) reported on this form)

Project No.		Location	Road Before Widening				Widening Operation			Road After Widening						Net Miles Abandoned
			Type of road		Width in feet	Length in miles	Type of widening laid		Width in feet	Road types (if single type use only cols. 11 and 12)				Total width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol		Type symbol	Width in feet	Type symbol	Width in feet			(7—16)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
Carroll	-	Md. 404 (Sour Apple Tree Cor. to Del. line)	Portland Cem. Conc.	J-26	16	6.31	Bituminous Pen.	H-19	7	J-26	16	H-19	7	23	6.31	-
?Carroll	-	US 140 (S.E. of Westminster at Kaufman's)	Bituminous Pen.	H	20	0.04	Bituminous Pen.	H	10	H	30	-	-	30	0.04	-
? Carroll	-	Same - extended	Bituminous Pen.	H	20	0.04	Bituminous Pen.	H	20	H	40	-	-	40	0.04	-
? Carroll	-	US 140 (Westminster limits - northerly)	Bituminous Conc.	I	24	0.15	Bituminous Pen.	H	16	I	24	H	16	40	0.15	-X
? Carroll	-	US 140 - same	Bituminous Conc.	I	24	0.08	Bituminous Pen.	H	10	I	24	H	10	34	0.08	-X
B-440-3-460	FAP-A1-463-B	Md. 599 (Railroad Ave.) Harrison Ave.-Old East Ave.	Mixed Bituminous	G-13	15	0.13	Mixed Bituminous	G-13	7	G-13	22	-	-	22	0.13	-
C-161-1-566	FAP-DA-NA18A	Md. 504 (From Md. 2 twd. Dowells)	Bit. Surf. Treated	F-9	16	1.16	Bit. Surf. Treated	F-9	4	F-9	20	-	-	20	1.16	-
Ch-220-1	DANR-180	Md. 484 (Pisgah twd. Marbury)	Gravel or Stone	E-6	18	2.10	Gravel or Stone	E-6	2	E-6	20	-	-	20	2.10	-
P-468-1	-	Md. 703 - from Bowie Race Tr. to Defense Hwy	Bit. Surf. Treated	F-9	18	1.06	Bit. Surf. Treated	F-9	26	F-9	44	-	-	44	1.06	-
P-468-1	-	Md. 703 - same	Bit. Surf. Treated	F-9	18	0.64	Bit. Surf. Treated	F-9	15	F-9	33	-	-	33	0.64	-
P-300	FAP-53A& 53B	Md. 702 (Landover Gr. Elimination)	Portland Cem. Conc.	J-26	16	1.35	Portland Cem. Conc.	J-26	12	J-26	28	-	-	28	1.35	-
State Forces	Proj	Md. 72 (Lewistown-Cresgerstown Rd.) from Br. 1.9 S. of Creag. to 0.25 S.	Portland Cem. Conc.	J-26	14	0.25	Mixed Bituminous	G-12	14	J-26	14	G-12	14	28	0.25	X -

U. S. GOVERNMENT PRINTING OFFICE 16—15972

Form SM-2
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

PROJECT RECORD OF ROAD WIDENING

Sheet 2 of 2

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19 42

PRIMARY STATE HWAY SYSTEM
(Indicate above the subdivision of State highway system(her system) reported on this form)

Project No.		Location	Road Before Widening				Widening Operation			Road After Widening						Net Miles Abandoned
			Type of road		Width in feet	Length in miles	Type of widening laid		Width in feet	Road types (if single type use only cols. 11 and 12)				Total width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol		Type symbol	Width in feet	Type symbol	Width in feet			(7–16)
(1)	(2)		(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
F-378-1-611	-	Md. 26 - Norman's Mill. Int. Md. 26 and US 15	Bituminous Conc.	I	20	0.175	Bituminous Pen.	H-19	Variable	I	20	H-19	Variable	36	0.175	- X
F-378-1-611	F -	US 15 - Norman's Mill. Int. Md. 26 and US 15	Mixed Bituminous	G-16	20 to 27	0.076	Bituminous Pen.	H-19	Variable	G-16	20 to 27	H-19	Variable	36	0.076	- X
F-381-1-611	-	Md. 79 (Brunswick - Petersville Appr. to Br. - Litt Catoctin	Mixed Bituminous	G-12	16	0.14	Mixed Bituminous	G-12	4	G-12	20	-	-	20	0.14	
State Forces	-	US 40 - (We slope of Sideling Hl)	Portland Cem. Conc.	J-26	22	0.15	Portland Cem. Conc.	J-26	13	J-26	35	-	-	35	0.15	-
State Forces	-	US 40 - (Topf Sideling Hl)	Bituminous Pen.	H-18	22	0.05	Bituminous Pen.	H-18	28	H-18	50	-	-	50	0.05	-
A-329-611	DAWR-16-A	US 220 (McMlen Hwy.) McCool Brid to north	Portland Cem. Conc.	J-26	15	2.13	Bituminous Pen.	H-18	4½	J-26	15	H-18	4½	19½	2.13	-
A-329-611	DAWR-16-A	US 220 (same	Portland Cem. Conc.	J-26	16	5.32	Bituminous Pen.	H-18	4	J-26	16	H-18	4	20	5.32	-

U. S. GOVERNMENT PRINTING OFFICE 16—15072

Form SM-3
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

RECORD OF ROAD MILEAGE TRANSFERRED

Sheet 1 of 2

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1942

PRIMARY STATE HIGHWAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

MILEAGE ADDED FROM OTHER SYSTEMS						MILEAGE TRANSFERRED TO OTHER SYSTEMS					
System from which transferred	Location	Type of road: Description	Type of road: Type symbol	Width in feet	Length in miles	System to which transferred	Location	Type of road: Description	Type of road: Type symbol	Width in feet	Length in miles
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
County Q.A.	Md. 544 (McGinnes to US 213)	Gravel or Stone	D-4	20	4.70	U.S. Gov. Calvert	Md. 504 (From Md. 2 twd. Dowells	Bit. Surf. Treated	F-9	16	0.17
County Mont	Md. 702 (Jones Bridge Rd.) Rockville Pk. twd. Conn. Ave.	Bit. Surf. Treated	F-9	15	0.63	U.S. Gov. SM	Md. 248 (From Pearson to East)	Bit. Surf. Treated	F-7	16	2.47
County Mont	Md. 688 (Redland twd. Derwood)	Bit. Surf. Treated	F-9	12	0.38	U.S. Gov. SM	Md. 246 (From Md. 235 to Pearson)	Gravel or Stone	E-6	16	1.45
County A.A.	Md. 710 (Cherry Hill Lane) Pennington twd.	Bit. Surf. Treated	F-9	14	0.24	U.S. Gov. SM	Md. 246 (From Pearson to West)	Bit. Surf. Treated	F-7	16	1.00
County A.A.	Md. 710 (same - cont'd) Ritchie Hwy.	Bit. Surf. Treated	F-9	12	0.59	U.S. Gov. Ch	Md. 563 (Road to Smith Point)	Gravel or Stone	E-6	16	0.66
County A.A.	High Power Radio Rd. Exp. Sta. Rd. to Reservation	Bit. Surf. Treated	F-9	14	0.25	U.S. Gov. PG	Md. 337 (Vic Meadows)	Bit. Surf. Treated	F-9	14	2.12
County Balto	US 40 (Edmondson Ave. ext.) from City Line to Rolling Rd.	Bit. Surf. Treated	F-9	17	0.50	U.S. Gov. PG	Md. 4 (Meadows twd. Forestville)	Bit. Surf. Treated	F-9	16	1.40
											9.27
County Balto	Md.--- (Riverton Ave.) from Md. 700 to Magnolia	Graded & Drained	C-3	15	0.053						
County Balto	Md.--- (Magnolia Ave.) Riverton Ave. - Wampler Rd.	Graded & Drained	C-3	15	0.072						
County St.M.	Md. 244 (From Md. 250 to West)	Graded & Drained	C-3	12	1.60						
					9.015						

U. S. GOVERNMENT PRINTING OFFICE 16—15973

Form SM-3
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

RECORD OF ROAD MILEAGE TRANSFERRED

Sheet 2 of 2

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1942

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

MILEAGE ADDED FROM OTHER SYSTEMS						MILEAGE TRANSFERRED TO OTHER SYSTEMS					
System from which transferred	Location	Type of road: Description	Type of road: Type symbol	Width in feet	Length in miles	System to which transferred	Location	Type of road: Description	Type of road: Type symbol	Width in feet	Length in miles
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
County Chas	Md. 484 -Pisgah twd. Marbury	Gravel or Stone	E-6	18	2.10						
County P.G	Md. 212 (Riggs Rd. twd. Beltsville)	Gravel or Stone	E-6	16	2.62						
County P.G.	Md. 703 - from Bowie Race Track to Defense Hwy.	Bit. Surf. Treated	F-9	18	1.06						
County P.G	Md. 703 (same)	Bit. Surf. Treated	F-9	18	0.64						
County P.G	Md. 403 (Colesvl. Rd.) from US 1 to Md. 500	Bit. Surf. Treated	F-9	18	0.50						
County P.G	Md. 705 (Croome to Naval Airport)	Graded & Drained	C-3	16	3.20						
County Fred	Md. 464 - from Jefferson-Lander Rd. to Pt. of Rocks	Graded & Drained	C-3	15	1.13						
County Fred	Md. 464 - from F-336-1-650 to Jefferson-Pt. of Rocks Rd.	Graded & Drained	C-3	15	1.04						
County Fred	Md. 641 (Johnsville-Repp's Cor.) from Md. 75 to North	Mixed Bituminous	G-16	16	1.30						
County Fred	Md. 383 (Extension) Broad Run-Catoctin Cr	Bituminous Pen.	H-19	16	0.60						
County Fred	Md. 383 (same)	Gravel or Stone	E-6	16	0.75						
County Fred	Md. 383 (same)	Graded & Drained	C-3	16	0.45						
County Garrett	Md. 345 (Table Rock - Kempton Rd.)	Gravel or Stone	E-6	12	0.94						
County Garrett	Md. 495 (Grantsville-Bittinger Rd.)	Gravel or Stone	E-6	12	3.89						

20.32 Total 29.735

U. S. GOVERNMENT PRINTING OFFICE 16—15973

Form SM-4
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

HIGHWAY MILEAGE ANALYSIS SCHEDULE

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19 42

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

Type of Road Existing or Built	Existing Mileage at Beginning of Year	Changes in System Other Than Construction: Revisions due to resurvey or former error (+ or −)	Changes in System Other Than Construction: Mileage transfers: Additions from other systems	Changes in System Other Than Construction: Mileage transfers: Transfers to other systems	Changes in System Other Than Construction: Net changes other than construction (2+3−4)	Accounting Table of Construction Changes: Built on new location	Type of road replaced or abandoned: A Primitive	B Unimproved	C Graded and drained	D Soil-surfaced	E Gravel or stone	F Bituminous surface-treated	G Mixed bituminous	H Bituminous penetration	I Bituminous concrete and sheet asphalt	J Portland cement concrete	K Brick	L Block	M Dual-type	Summary of construction changes: Mileage built during year: On earth roads or new location	New types replacing old surface	Reconstruction to same type	Total	Mileage of former types replaced	Net mileage change due to construction (23−24)	Net Total Change in Mileage (5+25)	Existing Mileage at End of Year (1+26)	Type of Road (symbol)
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
Road abandoned	**	**	**	**	**	**			0.20			0.10								**	**	**	(0.30)	**	**	**	**	Abandoned.
A. Primitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					A.
B. Unimproved						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					B.
C. Grade and drained			+ 7.545		+ 7.545																			7.545	- 7.545			C.
D. Soil-surfaced	13.10	+ 1.36 + 0.80	+ 4.70		+ 6.86				1.04											1.04			1.04	1.80	- 0.76	+ 6.10	19.20	D.
E. Gravel or stone	43.06	- 0.80	+10.30	- 2.11	+ 7.39				4.80	1.80										4.80	1.80		6.60	11.50	- 4.90	+ 2.49	45.55	E.
F. Bituminous surface-treated	626.22	- 1.36	+ 4.79	- 7.16	- 3.73						3.30		2.33								5.63		5.63	6.20	- 0.57	- 4.30	621.92	F.
G. Mixed bituminous	642.41		+ 1.30		+ 1.30	8.13			0.93		2.62	1.76								9.06	4.38		13.44	5.163	+ 8.277	+ 9.577	651.99	G.
H. Bituminous penetration	865.17		+ 0.60		+ 0.60				0.575		5.58									0.575	5.58		6.155		+ 6.155	+ 6.755	871.92	H.
I. Bituminous concrete and sheet asphalt	306.53												2.60						2.86		5.46		5.46	1.095	+ 4.365	+ 4.365	310.89	I.
J. Portland cement concrete	1590.90					19.457						4.15	0.082		0.69	0.391				19.457	4.922	0.991	25.37	2.331	+23.039	+23.039	1613.94	J.
K. Brick																												K.
L. Block																												L.
M. Dual-type	127.24											0.19	0.151		0.405	1.34					2.086		2.086	2.86	- 0.774	- 0.774	126.47	M.
Totals	4214.63	-	29.235	- 9.27	+19.965	27.587			7.545	1.80	11.50	6.20	5.163		1.095	2.331			2.86	34.932	29.858	0.991	65.781	38.494	+27.287	+47.252	4261.88	Totals.

U. S. GOVERNMENT PRINTING OFFICE 8—12005

Form SM-5
(1938)

DUPLICATE

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

SUMMARY OF STATE HIGHWAY MILEAGE EXISTING

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1942

TYPE OF ROAD	RURAL ROADS UNDER STATE CONTROL					URBAN EXTENSIONS OF STATE HIGHWAY SYSTEM			TOTAL DESIGNATED STATE HIGHWAY SYSTEM	TOTAL ROADS AND STREETS REPORTED
	Primary State highway system	Secondary State highway system	State-aid system	County or local roads under State control	Total	On designated State highway system	Connecting streets not on designated system	Total		(5+8)
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
A. Primitive							1/			
B. Unimproved										
C. Graded and drained										
D. Soil-surfaced	19.20				19.20		0.02	0.02	19.20	19.22
E. Gravel or stone	45.55				45.55				45.55	45.55
F. Bituminous surface-treated	621.92				621.92	2.73		2.73	624.65	624.65
G. Mixed bituminous	651.99				651.99	10.14	0.42	10.56	662.13	662.55
H. Bituminous penetration	871.92				871.92	17.26	26.43	43.69	889.18	915.61
I. Bituminous concrete and sheet asphalt	310.89				310.89	11.61	60.42	72.03	322.50	382.92
J. Portland cement concrete	1613.94				1613.94	56.54	1.93	58.47	1670.48	1672.41
K. Brick						1.72	6.83	8.55	1.72	8.55
L. Block							1.11	1.11		1.11
Dual-type	126.47				126.47	5.86	2.79	8.65	132.33	135.12
TOTAL	4261.88				4261.88	105.86	99.95	205.81	4367.74	4467.69

U. S. GOVERNMENT PRINTING OFFICE 8—12011

1/ Improvements or additions not reported

Form SM-6
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

SUMMARY OF STATE HIGHWAY MILEAGE BUILT

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1942

TYPE OF ROAD BUILT	ON RURAL ROADS UNDER STATE CONTROL					ON URBAN EXTENSIONS OF STATE HIGHWAY SYSTEM				TOTAL MILEAGE BUILT ON DESIGNATED STATE HIGHWAY SYSTEM	OTHER MILEAGE BUILT BY STATE HIGHWAY DEPARTMENT (SPECIFY)		TOTAL REPORTED
	Primary State highway system	Secondary State highway system	State-aid system	County or local roads under State control	Total	On designated State highway system	On connecting streets not on designated system: By State highway department	On connecting streets not on designated system: By city authorities	Total				
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
C. Graded and drained													
D. Soil-surfaced	1.04				1.04					1.04			1.04
E. Gravel or stone	6.60	***	***	***	6.60		***	***		6.60	***	***	6.60
F. Bituminous surface-treated	5.63				5.63	0.68			0.68	6.31			6.31
G. Mixed bituminous	13.44	NONE	NONE	NONE	13.44	0.27	NONE	AVAILABLE	0.27	13.71	NONE	NONE	13.71
H. Bituminous penetration	6.155				6.155	0.36			0.36	6.515			6.515
I. Bituminous concrete and sheet asphalt	5.46				5.46					5.46			5.46
J. Portland cement concrete	25.37	***	***	***	25.37	2.755	***	NOT	2.755	28.125	***	***	28.125
K. Brick													
L. Block								***					
M. Dual-type	2.086				2.086	0.36			0.36	2.446			2.446
TOTAL	65.781				65.781	4.425			4.425	70.206			70.206

U. S. GOVERNMENT PRINTING OFFICE 16—15882

Form SM-7
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1942

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

TYPE OF ROAD	TOTAL EXISTING MILEAGE (1)	ENTER BELOW THE NUMBER OF MILES OF EACH TYPE HAVING THE FOLLOWING WIDTHS IN FEET																	
		Under 12 (2)	12 to 15 (3)	16 to 17 (4)	18 to 19 (5)	20 to 21 (6)	22 (7)	23 to 26 (8)	27 to 29 (9)	30 to 32 (10)	33 (11)	34 to 35 (12)	36 to 39 (13)	40 to 43 (14)	44 (15)	45 to 49 (16)	50 to 54 (17)	55 to 59 (18)	60 and over (19)
A. Primitive																			
B. Unimproved																			
C. Graded and drained	19.20			12.47		5.69							1.04						
D. Soil-surfaced	45.55	0.42	2.17	20.85		6.01				13.72	0.58			0.69	1.11				
E. Gravel or stone	621.92		21.52	552.00	25.85	18.62		0.69	1.01		0.64		0.15	0.13	1.06	0.25			
F. Bituminous surface-treated	651.99	1.97	227.26	300.42	39.39	48.863	28.91	2.944	1.14	0.14			0.65	0.30					
G. Mixed bituminous	871.92	0.67	112.74	252.57	41.985	367.67	44.87	37.72	4.25	2.43		1.66	0.25	1.78		2.80	0.05		0.48
H. Bituminous penetration	310.89		13.84	25.47	32.42	128.175	37.85	33.58	1.40	10.53	0.57	3.98	3.67	15.46		0.33	0.61	0.29	2.72
I. Bituminous concrete and sheet asphalt	1613.94	87.71	543.24	426.05	144.14	182.689	76.39	49.95	5.60	10.87		1.64	2.55	52.67	4.33	24.451	0.47	0.026	1.163
J. Portland cement concrete																			
K. Brick																			
L. Block	126.47				4.60		0.79	59.76	5.41	20.84	0.10	7.00	6.311	18.16	0.88	1.19		0.41	1.015
M. Dual-type																			
TOTAL	4261.88	90.77	920.77	1589.83	288.38	757.72	188.81	184.64	18.81	58.53	1.89	14.28	14.62	89.19	7.38	29.02	1.13	0.73	5.38

U. S. GOVERNMENT PRINTING OFFICE 16—15879

Form SM-8
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

Sheet 1 of 3

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

(See Instructions on Reverse Side)

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19 42

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

Dual-Type Roads						Divided Highways								
Road types and widths				Total width in feet	Length in miles	Types and widths of divided roadways						Total surfaced width in feet	Average width of dividing strips	Length in miles
First type		Second type				First roadway		Second roadway		Third roadway				
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
F	8	J	10	18	4.60	J	20	J	20			40	20	0.41
F	8	J	15	23	13.05	J	20	J	20			40	6-50	7.43
F	8	J	16	24	1.94	J	20	J	20			40	30	26.85
F	8	J	17	25	4.70	J	20	J	20			40	20	0.25
F	8	J	18	26	8.83	J	20	J	22			42	50	11.71
F	10	J	18	28	2.96	J	22	J	22			44	40	1.58
F	10	J	20	30	1.10	J	22	J	22			44	45	0.83
F	15	J	15	30	0.90	J	24	J	24			48	36	2.76
F	16	J	16	32	2.33	J	24	J	24			48	38	12.59
F	16	J	20	36	3.55	J	24	J	24			48	4	0.35
F	18	J	16	34	0.39	J-26	24	J-26	24			48	?	2.10
F	20	J	14	34	3.71	J-26	24	J-26	24			48	18	0.269
F	20	J	15	35	2.50	J-26	24	J-26	24			48	18	0.082
						J-26	24	J-26	24			48	?	0.40
G	10	J	22	32	3.38	J-26	24	J-26	24			48	36	1.84
G-12	14	J-26	14	28	0.250	J-26	24	J-26	24			48	36	0.50
G	18	H	10	28	0.20	(J-26	24	J-26	49	J-26	49	)	Service 13-28	
G-17	20	J-26	82	102	0.075	(Fourth	Roadway					) 146	Central 16-36	0.074
G-16	20-27	H-19	Variable	36	0.076	(J-26	24					)	Service 13-28	
						(J-26	24	J-26	24	J-26	24	)	Service 28	
H	8	I	18	26	1.13	(Fourth	Roadway					) 96	Central 36	0.054
H	10	I	20	30	2.16	(J-26	24					)	Service 28	
H	10	I	23	33	0.10	(J-26	24	J-26	34	J-26	24	)	Service 28	
H	10	I	24	34	0.08	(Fourth	Roadway					) 106	Central 36-26	0.038
H-19	Variable	I	20	36	0.175	(J-26	24					)	Service 28	
H	16	I	24	40	0.15	J-26	34-24	J-26	34-24	J-26	24	92-72	26-52 Cent. 18-28 N.Serv.	0.055
						J-26	24	J-26	24	J-26	24	72	52-62 Cent. 28-N. Serv.	0.025

U. S. GOVERNMENT PRINTING OFFICE 16—15878

Form SM-8
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

(See Instructions on Reverse Side)

STATE OF MARYLAND

For Year Ended December 31, 1942

PRIMARY STATE HIGHWAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

Dual-Type Roads						Divided Highways								
Road types and widths				Total width in feet	Length in miles	Types and widths of divided roadways						Total surfaced width in feet	Average width of dividing strips	Length in miles
First type		Second type				First roadway		Second roadway		Third roadway				
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
H	8	J	15	23	0.37	J-26	30-24	J-26	60-24			90-48	15-18	0.061
	9	J	15	24	0.38	J-26	32	J-26	32			64	?	0.02
	9.5	J	15	24.5	0.14	J-26	32-27	J-26	34-39			66	6	0.032
H	10	J	15	25	8.71	J-26	34	J-26	24			58	26	0.026
H	10	J	16	26	2.93	J-26	24-42	J-26	24-42			48-84	62	0.065
H	11	J	15	26	1.50	(J-26	39-34	J-26	27-32	J-26	24)		12-24 N.W. spur	
H	11	J	16	27	2.00	(Fourth Roadway					)	110	6 Central	0.018
H	12	J	10	22	0.79	(J-26	20				)		55-38 N.Serv.	
H	14	J	16	30	0.97	J-26	39	J-26	39			78	6	0.110
H	15	J	25	40	0.63	J-26	39-30	J-26	39-27			78-57	6-15	0.100
H	16	J	24	80 1/	10.40	J-26	42	J-26	42			84	62-52	0.056
H	16	J	54	110 1/	0.09	J-26	42	J-26	42			84	52-35	0.037
H	18	J	20	38	1.21	J-26	46-36	J-26	36	J-26	20	102-92	10-6 Central 70-55 N.Serv	0.088
	18	J	22	40	0.32									
H	19	J	15	34	0.32									
H	20	J	16	36	0.40									
H	20	J	20	40	0.40									
H	20	J	28	48	0.10	J-26	24	I-24	24			48	18	1.090
H	40	J-26	24	64	0.19									
						J-26	36	J-26	46	G-17	20	91	10-20 Central 45-70 N.Serv.	0.075
I	8	J	15	23	11.65									
I	17	J	22	39	0.90	H	20	H	20			40	24	0.30
I	20	J	10	30	2.03	H	20	H	22			42	26	0.20
I	20	J	20	40	6.94	H	24	H	24			48	20	2.80
	20	J	20	40	9.72	H J	16 24	J	40			80	12	0.40 /1
	20	J	38	58	0.41	H J	16 54	J	40			110	12	0.09 /1
I	20	J	40	60	0.26	H	34	H	34			68	20	0.48
I	22	J	8	30	5.89									

U. S. GOVERNMENT PRINTING OFFICE 16—15878

Form SM-8
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

Sheet 3 of 3

(See Instructions on Reverse Side)

STATE OF MARYLAND

PRIMARY STATE HIGHWAY SYSTEM

For Year Ended December 31, 19 42

(Indicate above the subdivision of State highway system (or other system) reported on this form)

Dual-Type Roads						Divided Highways								
Road types and widths				Total width in feet	Length in miles	Types and widths of divided roadways						Total surfaced width in feet	Average width of dividing strips	Length in miles
First type		Second type				First roadway		Second roadway		Third roadway				
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
I	22	J	10	32	0.54	I	24	I	24			48	42	0.33
-	22	J	22	44	0.88	I	25	I	25			50	4	0.61
-	24	J	8	32	1.54	I	25	I	30			55	4	0.29
-24	24	J-26	24	48	1.09	I	29	I	32			61	14	1.19
						I	31	I	31			62	4	0.86
			Sheet 3		4.050									
			" 2		59.650				Total existing mileage to 12/31/42					79.525
			" 1		58.336									
			Total		122.036									
Error in 1941 SM-8														
		Type M - (23'-26')			/ 4.430									
Total existing mileage to 12/31/42					126.466									

1/ One lane of divided highway and one lane of type M on this section

U. S. GOVERNMENT PRINTING OFFICE 16—15878

Form SM-1
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF MARYLAND

URBAN EXTENSIONS OF DESIGNATED STATE HIGHWAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 19 42

PROJECT NO.		LOCATION	ROAD REPLACED				ROAD BUILT				NET MILES ABANDONED (7—11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
State Forces	-	Md. 708 (St. Louis Av. in Ocean City)	Municipal street - Gravel or Stone	E-6	18	0.10	Bit. Surf. Treated	F-9	18	0.10	-
Wo-180-6	-	US 213 (Caroline St. in Ocean City	Municipal street - Soil Surfaced	D-4	30 Divided	0.13	Portland Cem. Conc.	J-26	14 Divided	0.13	-
[illegible]-6	-	US 213 (N. Division St. in Ocean City	Municipal street - Soil Surfaced	D-4	50 Divided	0.12	Portland Cem. Conc.	J-26	50 Divided	0.12	-
Wi-185	-	US 13 (Salisbury By-pass - Main to N. Division	New Location	-	-	-	Portland Cem. Conc.	J-26	60	1.00	-
S-78	-	Md. 358 (Somerset Ave. to Crisfield)	Municipal street - Gravel or Stone	E-6	22	0.58	Bit. Surf. Treated	F-7	36	0.58	-
?	- Contd	US 140 (Pa. Ave.) from Jct. US 140 and Md.32 to north	Municipal street - Bit. Surf. Treated	F-9	34	0.36	Bituminous Pen.	H-19	42	0.36	-
[illegible]385	FAGS-54-A	Md. 430 - from B.&.O. R.R. to Edmonston Rd.	New Location	-	-	-	Portland Cem. Conc.	J-26	28	0.23	-
P-385	FAGS-54-B	Md. 430 -(same)	Gravel or Stone	E-6	16	0.75	Portland Cem. Conc.	J-26	26	0.75	-
P-315-1-3-4	-	Md. 704 (W.B.&.A. R/W) in Seat Pleasant	New Location	-	-	-	Mixed Bituminous	G-16	24	0.27	-
W-186-6	-	Md. 691 (Hagerstown to Frederick) - in Hagerstown	(Washington Street) Gravel or Stone	E-6	15	0.12	Portland Cem. Conc.	J-26	Divided 2-24	0.12	-
W-186-6	-	Md. 691 (same)	New Location	-	-	-	Portland Cem. Conc.	J-26	Divided 2-24	0.53	-
										0.65	
										4.7	

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Form SM-2
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

PROJECT RECORD OF ROAD WIDENING

STATE OF MARYLAND

URBAN EXTENSIONS OF DESIGNATED STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1942

Project No.		Location	Road Before Widening				Widening Operation			Road After Widening						Net Miles Abandoned
			Type of road		Width in feet	Length in miles	Type of widening laid		Width in feet	Road types (if single type use only cols. 11 and 12)				Total width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol		Type symbol	Width in feet	Type symbol	Width in feet			(7—16)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
?	-	US 140 and Md. 32 thru Westminster	Bituminous Pen.	H-19	35.4	1.38	Bituminous Pen. Portland Cem. Conc.	J-26	3	H-19	35.4	J-26	3	38.4	1.38	-
?	-	US 140 (Main St. in Westminster)	Bituminous Pen.	H	20	0.19	Bituminous Pen.	H	20	H	20	H	20	40	0.19	-
?	-	Md. 32 (US 140 - southerly)	Bituminous Pen.	H	20	0.10	Bituminous Pen.	H	0 to 7	H	20	H	0 to 7	23.5	0.10	-
State Forces	-	Md. 59 (Middletown-Jefferson) - Jct. Md. 33 & 59 to 0.1 S.E.	Portland Cem. Conc.	J-26	16	0.10	Mixed Bituminous	G-12	10½	J-26	16	G-12	10½	26½	0.10	-
State Forces	-	Md. 17 (Middletown-Burkittsville) Jct. Md. 33 & 59 to 0.26 S.	Portland Cem. Conc.	J-26	15	0.26	Mixed Bituminous	G-12	11	J-26	15	G-12	11	26	0.26	

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Form SM-3
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

RECORD OF ROAD MILEAGE TRANSFERRED

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1942

URBAN EXTENSIONS OF DESIGNATED STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

MILEAGE ADDED FROM OTHER SYSTEMS						MILEAGE TRANSFERRED TO OTHER SYSTEMS					
System from which transferred	Location	Type of road: Description	Type of road: Type symbol	Width in feet	Length in miles	System to which transferred	Location	Type of road: Description	Type of road: Type symbol	Width in feet	Length in miles
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Municipal Worc.	Md. 708 (St. Louis Av. in Ocean City)	Municipal Street - Gravel or Stone	E-6	18	0.10						
Municipal Worc.	US 213 (Caroline St. in Ocean City)	Municipal Street - Soil Surfaced	D-4	30 Divided	0.13						
Municipal Worc.	US 213 (N. Division St. in Ocean City)	Municipal Street - Soil Surfaced	D-4	50 Divided	0.12						
Municipal Som.	Md. 358 (Somerset Ave. in Crisfield)	Municipal Street - Gravel or Stone	E-6	22	0.58						
Municipal Carroll	US 140 (Pa. Ave.) from Jct. US 140 & Md. 32 to north	Municipal Street - Bit. Surf. Treated	F-9	34	0.36						
Municipal Carroll	US 140 & Md. 32 thru Westminster	Municipal Street - Bituminous Pen.	H-19	35.4	1.38						
County P.G	Md. 430 - from E. of B.&.O.R.R. to Edmonston Rd.	In Berwyn Hts. - Gravel or Stone	E-6	16	0.75						
Municipal Wash.	Md. 691 (Hagerstown-Frederick) in Hagerstown	(Washington Street) Gravel or Stone	E-6	15	0.12						

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Form SM-4
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

HIGHWAY MILEAGE ANALYSIS SCHEDULE

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19 42

URBAN EXTENSIONS OF DESIGNATED STATE HIGHWAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

TYPE OF ROAD EXISTING OR BUILT	EXISTING MILEAGE AT BEGINNING OF YEAR	CHANGES IN SYSTEM OTHER THAN CONSTRUCTION				ACCOUNTING TABLE OF CONSTRUCTION CHANGES														SUMMARY OF CONSTRUCTION CHANGES						NET TOTAL CHANGE IN MILEAGE (5+25)	EXISTING MILEAGE AT END OF YEAR (1+26)	TYPE OF ROAD (symbol)
		Revisions due to resurvey or former error (+ or −)	Mileage transfers		Net changes other than construction (2+3−4)	Built on new location	Type of road replaced or abandoned													Mileage built during year				Mileage of former types replaced	Net mileage change due to construction (23−24)			
			Additions from other systems	Transfers to other systems			A Primitive	B Unimproved	C Graded and drained	D Soil-surfaced	E Gravel or stone	F Bituminous surface-treated	G Mixed bituminous	H Bituminous penetration	I Bituminous concrete and sheet asphalt	J Portland cement concrete	K Brick	L Block	M Dual-type	On earth roads or new location	New types replacing old surface	Reconstruction to same type	Total					
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
Road abandoned	**	**	**	**	**	**														**	**	**	( )	**	**	**	**	Abandoned.
A. Primitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					A.
B. Unimproved						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					B.
C. Graded and drained																												C.
D. Soil-surfaced			+ 0.125		+ 0.125																			0.125	- 0.125			D.
E. Gravel or stone			+ 1.550		+ 1.550																			1.550	- 1.550			E.
F. Bituminous surface-treated	2.05		+ 0.360		+ 0.360						0.68 ✓										0.680		0.680	0.360	+ 0.320	0.680	2.730	F.
G. Mixed bituminous	9.87					0.27														0.27			0.270		+ 0.270	0.270	10.140	G.
H. Bituminous penetration	15.52		+ 1.380		+ 1.380							0.36 ✓									0.960		0.360		+ 0.360	1.740	17.260	H.
I. Bituminous concrete and sheet asphalt	11.61																										11.610	I.
J. Portland cement concrete	54.14					1.76				0.125 ✓	0.87 ✓									1.76	0.995		2.755	0.360	+ 2.395	2.395	56.535	J.
K. Brick	1.72																										1.720	K.
L. Block																												L.
M. Dual-type	5.50															0.36					0.360		0.360		+ 0.360	0.360	5.860	M.
TOTALS	100.41		+ 3.415		+ 3.415	(2.03 ✓)				0.125	1.55	0.36 ✓				0.36 ✓				2.03	2.395		4.425	2.395	2.030	5.445	105.855	TOTALS.

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Form SM-7
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

STATE OF MARYLAND

URBAN EXTENSIONS OF DESIGNATED STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highwsy system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1942

TYPE OF ROAD	TOTAL EXISTING MILEAGE	ENTER BELOW THE NUMBER OF MILES OF EACH TYPE HAVING THE FOLLOWING WIDTHS IN FEET																	
		Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and over
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
A. Primitive																			
B. Unimproved																			
C. Graded and drained																			
D. Soil-surfaced																			
E. Gravel or stone													0.58						
F. Bituminous surface-treated	2.730		0.26	1.55	0.10	0.24							0.40	0.60					0.050
G. Mixed bituminous	10.140		2.04	3.78	0.55	0.30		0.64	0.47	0.87		0.44	1.38	1.40					
H. Bituminous penetration	17.260		0.33	1.94	0.58	7.16	0.60	3.45	0.42				0.79	0.84				0.04	0.040
I. Bituminous concrete and sheet asphalt	11.610		1.26	0.85		2.95	0.17	0.75	0.47	3.30		0.15	0.90	1.95		3.41	0.04	0.61	1.125
J. Portland cement concrete	56.535		12.84	5.13	6.99	9.06	0.29	5.54	3.83	3.01	1.50	0.31	0.05						
K. Brick	1.720					0.39		0.20	0.37	0.08		0.63		1.48			0.60		0.470
L. Block								2.68				0.63							
M. Dual-type	5.860																		
TOTAL	105.855		16.73	13.25	8.22	20.10	1.06	13.26	5.56	7.26	1.50	2.16	4.10	6.27		3.41	0.64	0.65	1.685

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Form SM-8
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

(See Instructions on Reverse Side)

STATE OF MARYLAND

For Year Ended December 31, 19 42

URBAN EXTENSIONS
(Indicate above the subdivision of State highway system (or other system) reported on this form)

Dual-Type Roads						Divided Highways								
Road types and widths				Total width in feet	Length in miles	Types and widths of divided roadways						Total surfaced width in feet	Average width of dividing strips	Length in miles
First type		Second type				First roadway		Second roadway		Third roadway				
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
J-26	16	F	18	34	0.440	J-26	20	J-26	20			40	30	0.690
J-26	15	G-12	11	26	0.260	J-26	20	J-26	20			40	20	0.480
J-26	16	G-12	10½	26½	0.100	J-26	24	J-26	24			48	38	2.380
J-26	16	G	18	34	0.190	J-26	14	J-26	50			64	?	0.125 (US 213)
J-26	20	G	33	53	0.600	J-26	24	J-26	24			48	?	0.120
J-26	17	H	8	25	0.390	J-26	24	J-26	24			48	?	0.530
J-26	9	I	15	24	0.880									
J-26	15	I	8	23	1.050	I	29	I	29			58	11	0.040
J-26	20	I	20	40	1.480									
J-26	67-69	I	15	82-84	0.470									
Total existing mileage to 12/31/42					5.860	Total existing mileage to 12/31/42								4.365

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Form SM-1
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

Sheet 1 of 4

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF MARYLAND

PRIMARY STATE HIGHWAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1941

Project No.		Location	Road Replaced				Road Built				Net Miles Abandoned (7—11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
[illegible]	DOR	Wingate twd. Fox Creek	Unimproved	B	16	1.60	Gravel	E	16	1.60	-
Ch 208-1	Md.563	Maryland Point to Riverside	Unimproved	B	8	1.24	Gravel	E	30	1.24	-
Wi 88-1	FAS 240-1	Green Hill twd. White Haven	Graded and drained	C	18	3.30	Gravel	E	16	3.30	-
SM 287-1	SM	Loveville to 3-Notch Rd.	Gravel	E	12	3.00	Gravel	E	16	2.91	0.09
[illegible]-1	FAS 35	Bayview to Farmington	Gravel	E	16	4.30	Gravel	E	16	4.30	-
[illegible]-1	Ch	Maryland Point to Riverside	Gravel	E	10	2.00	Gravel	E	30	1.93	0.07
Ch 206-1	Ch	Pisgah to Port Tobacco	Gravel	E	12	2.12	Gravel	E	30	2.12	-
P 468-1	PG	Defense Hwy. to Bowie Race Trk.	Gravel	E	12	0.58	Gravel	E	33	0.58	-
P 468-1	PG	Defense Hwy to Bowie Race Trk.	Gravel	E	12	0.12	Gravel	E	44	0.12	-
P 468-1	PG	Defense Hwy. to Bowie Race Trk.	Bit. Surf. Treated	F	16	1.00	Gravel	E	44	0.99	0.01
Wi 88-1	FAS 240-1	Green Hill twd. White Haven	New location				Gravel	E	16	0.05	-
State forces	DOR	Extension Piney Pt. Rd.	New location				Gravel	E	16	0.36	-
Ch 208-1	Ch	Maryland Point to Riverside	New location				Gravel	E	30	0.45	-
Q 113-1	Q	Centerville to Ruthsburg	Unimproved	B	20	0.80	Bit. Surf. Treated	F	16	0.80	-
C 109	Calvert	Relocation at Fishing Creek	Graded and drained	C	16	0.30	Bit. Surf. Treated	F	16	0.30	-
[illegible]	DOR	Galestown north	Graded and drained	C	20	2.84	Bit. Surf. Treated	F	16	2.84	-
[illegible]	DOR	Wingate to Bishop Head	Bituminous Surf. Treated	F	16	3.00	Bit. Surf. Treated	F	16	3.00	-
[illegible]	WI	Allen to Upper Ferry	Graded and drained	C	20	0.24	Bit. Surf. Treated	F	16	0.24	-
C 109	Calvert	Fishing Creek Relocation	Gravel	E	16	0.20	Bit. Surf. Treated	F	16	0.20	-
Q 113-1	Q	Centerville to Ruthsburg	Gravel	E	16	1.36	Bit. Surf. Treated	F	16	1.36	-
State forces	Ch	Pisgah twd. Port Tobacco	Gravel	E	16	2.64	Bit. Surf. Treated	F	16	2.64	-
State forces	Ch	Allens Fresh to Dentsville	Gravel	E	16	2.68	Bit. Surf. Treated	F	16	2.68	-
State forces	SM	Dravillo to Turner	Gravel	E	16	1.38	Bit. Surf. Treated	F	16	1.38	-
State forces	DOR	Vienna twd. Steel Neck	Gravel	E	16	0.90	Bit. Surf. Treated	F	18	0.90	-
State forces	DOR	Brookview twd. Vienna	Gravel	E	16	0.40	Bit. Surf. Treated	F	18	0.40	-
State forces	WO. 611	Lewis Store - Ocean City	Gravel	E	20	2.94	Bit. Surf. Treated	F	20	2.94	-
[illegible]-1	Q	Roe twd. Bridgetown	Gravel	E	15	2.31	Bit. Surf. Treated	F	20	2.31	-
[illegible] forces	SOM	Princess Anne to Mt. Vernon	Gravel	E	20	0.92	Bit. Surf. Treated	F	20	0.92	-
[illegible]	Calvert	Fishing Creek Relocation	Bit. Surf. Treated	F	16	0.19	Bit. Surf. Treated	F	16	0.19	-
SM	Somerset	Approach to Deal Island Bridge	Bit. Surf. Treated	F	15	0.22	Bit. Surf. Treated	F	20	0.22	-
										43.37	.19

43.41

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Form SM-1
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

Sheet 2 of 4

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF MARYLAND

PRIMARY STATE HIGHWAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1941

PROJECT NO.		LOCATION	ROAD REPLACED				ROAD BUILT				NET MILES ABANDONED (7—11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
CI 223-1	Carroll	Bachman Mill twd. Melrose	Unimproved	B	10	1.47	Mixed Bituminous	B	16	1.47	-
P 435-1	PG Md55	Kolbe's Corner - Defense Hwy.	Unimproved	B	10	1.88	Mixed Bituminous	B	16	1.88	-
Ce 139-1	FAS 318-B Md5	Bethlehem - Harmony	Graded and drained	C	10	2.76	Mixed Bituminous	B	20	2.65	0.11
Ce 139-1	FAS 318-B Md5	Bethlehem - Harmony	Graded and drained	C	10	0.14	Mixed Bituminous	B	30	0.14	-
	M	Medland - Derwood	Graded and drained	C	10	0.56	Mixed Bituminous	B	16	0.56	-
	Carroll Md55	Taneytown - Copperville	Graded and drained	C	20	0.66	Mixed Bituminous	B	16	0.66	-
CI 226-1	Md	Marfieldsburg - Stone Chapel	Graded and drained	C	15	1.21	Mixed Bituminous	B	16	1.21	-
CI 224-1	Md	Washington Rd. - Fenby south	Graded and drained	C	12	1.07	Mixed Bituminous	B	16	1.07	-
CI 221-1	Md	Westminster - Tannery	Graded and drained	C	12	1.03	Mixed Bituminous	B	16	1.03	-
CI 225-1	Md	Mt. Airy-Taylorsville Rd. twd Winfield-Lisbon Rd.	Graded and drained	C	12	1.23	Mixed Bituminous	B	16	1.23	-
Wo 221-1	WO Md12	Greenbackville Rd.	Graded and drained	C	18	2.50	Mixed Bituminous	B	18	2.50	-
Ce 286-1	Carroll Md30	Cayots Corner - St. Augustine	Graded and drained	C	15	2.00	Mixed Bituminous	B	20	1.93	0.07
Co 107-1 D 149-1	FAS 331-A Md	Allens Corner twd. Hallance	Soil Surface	D	20	2.70	Mixed Bituminous	B	20	2.70	-
Co 102-3	Md36	Federalsburg twd. Houston Br.	Gravel	E	16	3.96	Mixed Bituminous	B	20	3.96	-
M 358	M	Medland - Derwood	Bit. Surf. Treated	F	12	0.44	Mixed Bituminous	B	16	0.44	-
forces	Q	Queenstown - Centerville	Portland Cement Concrete	J	15	1.00	Mixed Bituminous 2 3½ Sand Asphalt	B	22	1.00	-
	WO-221-1	Greenbackville Rd.	New location				Mixed Bituminous	B	18	0.03	- 8.03
	M-361	Laytonsville twd. Unity	Graded and drained	C	10	1.23	Bituminous Penetration	H	16	1.23	-
Ho 147-1	HO FAS 260-B Md5	W. Friendship to Glenelg	Graded and drained	C	12	1.80	Bituminous Penetration	H	16	1.80	-
H 209-5	Hwy. Md46	Pylesville - Emory Rd.	Soil Surface	D	16	3.02	Bituminous Penetration	H	16	3.02	-
H-209-5	Hwy Md46	Spur to Highland	Soil Surface	D	16	0.62	Bituminous Penetration	H	16	0.62	-
H 208-2	Hwy Md24	Olson Crossroads - Penna. line	Soil Surface	D	16	3.03	Bituminous Penetration	H	16	3.03	-
H 208-2	Hwy Md	Spur to Graceton	Soil Surface	D	16	0.31	Bituminous Penetration	H	16	0.31	-
H 216-2	Hwy Md15	Route 165 - St. Clair Bridge	Soil Surface	D	16	0.90	Bituminous Penetration	H	16	0.90	-
H 211-2	Hwy Md46	Madonna - north	Soil Surface	D	16	2.42	Bituminous Penetration	H	16	2.42	-
WPA	Md395	Bittinger - Buckle Cor.	Stone	E	12	1.00	Bituminous Penetration	H	16	1.00	-
	Md.395	Gortner - Loch Lynn	Stone	E	16	2.00	Bituminous Penetration	H	16	2.00	-
311	Carroll	Washington Rd. - Fenby south	Bit. Surf. Treated	F	16	1.56	Bituminous Penetration	H	16	1.56	-
1	Md	McDonogh Grade Separation	Bituminous Penetration	H	16	0.52	Bituminous Penetration	H	20	0.52	-
B 379-1	B Md	Riga Ave. twd. North Point	Asphalt	I	18	0.30	Divided highway 2-24' Bit. Pen. lanes	H	48	0.30	-
										43.17	1.18

43.14

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(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF MARYLAND

PRIMARY STATE HIGHWAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1941

Project No.		Location	Road Replaced				Road Built				Net Miles Abandoned (7–11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
B 379-1	B MD151	Edgemere to Sparrows Pt.	Asphalt	I	20	0.99	Divided highway 2-24' Bit. Pen lanes	H	48	0.99	-
B 379-1	B MD151	Edgemere to Sparrows Pt.	Asphalt	I	26	0.43	Divided highway 2-24' Bit. Pen. lanes	H	48	0.43	-
B 379-1	B MD151	Wise Ave. ind. North Pt.	Asphalt	I	18	0.48	Divided highway 2-34' Bit. Pen. lanes	H	68	0.48	-
B [illegible]-1	B FASU 23-A BP&O 23-B MD37	McDonogh Grade Separation	Portland Cement Concrete	J	15	0.12	Bituminous Penetration	H	20	0.12	-
B [illegible]	B MD70	North Pt. Rd. to Edgemere	New location				Divided highway 2-24' Bit. Pen. lanes	H	48	1.06	-
B [illegible]-1	Hew MD22	Kelseys Corner to Highland	Mixed Bituminous	G	14	1.04	Bituminous Road Mix.	I	18	1.04	-
M 120-2	Hew AM-FAS 52-A(2) MD152	Route 40 - Magnolia	Mixed Bituminous	G	16	1.98	Amesite	I	24	1.98	-
M 302-1	M [illegible]	Wisconsin Ave. - Alta Vista	Bituminous Penetration	H	20	1.06	Amesite	I	35	1.06	-
M 302-1	M [illegible]	Wisconsin Ave. - Alta Vista	Bituminous Penetration	H	20	0.62	Amesite	I	38	0.62	-
M 302-1	M [illegible]	Wisconsin Ave. - Alta Vista	Bituminous Penetration	H	20	0.28	Amesite	I	40	0.28	-
M 195	M MD135	D.C. line - Chevy Chase Lake	Bituminous Penetration	H	53	0.61	Divided highway 2-25' Amesite lanes	I	50	0.61	-
P 374-1	PG MD137	University Lane	Amesite	I	20	0.42	Amesite	I	22	0.42	-
M 351	W [illegible]	Hagerstown - Penna. line	Amesite	I	24	3.09	Amesite	I	24	3.09	-
Ci 253-1	C [illegible]	Westminster - Union Mills	Portland Cement Concrete	J	16	5.79	Amesite	I	24	5.79	-
M 351	W [illegible]	Hagerstown - Penna. Line	Amesite & Portland Cement Conc	H	30	0.72	Amesite	I	30	0.72	-
[illegible]	M MD139	D.C. line - Chevy Chase Lake	Divided highway 1-16-24' P.C. Conc. lane 1-20-24' I-R lane	J	40	0.29	Divided highway 1-30 & 1-25' lane	I	55	0.29	-
[illegible]	M MD139	D.C. line - Chevy Chase Lake	Same as above	J	40	0.86	Divided highway 2-31' lanes	I	62	0.86	-
P 374-1	PG MD137	University Lane	New location				Amesite	I	22	0.28	-
AA 302A-311	A-A	Ridgeway - Jackson Grove	Bit. Surf. Treated	F	14	0.95	Portland Cement Concrete	J	24	0.95	-
Ce 164-1	C FASN 185-C MA 185-D MD138	Leslie Grade Separation	Mixed Bituminous	G	15	1.07	Portland Cement Concrete	J	22	1.07	-
Ci 235-1	C FAP 247-D MD139	Francis Scott Key Hwy.	Bituminous Penetration	H	15	0.75	Portland Cement Concrete	J	22	0.75	-
Ho 199-2	H FAS 63-B MD75	Jessups - Waterloo	Bituminous Penetration	H	15	1.26	Portland Cement Concrete	J	24	1.26	-
AA 302A-311	A-A	Relocation at Shipley	Bituminous Penetration	H	20	0.28	Portland Cement Concrete	J	24	0.28	-
B 203-2	B FAS 79-A MD140	Relocation at Antietam	Bituminous Penetration	H	15	0.41	Portland Cement Concrete	J	24	0.41	-
M 299-1 P 281-5	M MD65	New Hampshire Ave. ext.	Bituminous Penetration	H	18	0.17	Portland Cement Concrete	J	29	0.17	-
M 299-1 P 281-5	PG MD65	New Hampshire Ave. ext.	Bituminous Penetration	H	20	0.17	Portland Cement Concrete	J	29	0.17	-
[illegible]-434	C-C FAP 4501(1)	Principio - Foys Mill	Bituminous Penetration	H	20	0.46	Divided highway 2-24' P.C. Concrete lanes	J	48	0.46	-
[illegible]-433	C-C FAP 449-C FASN 450-E	New Philadelphia Rd.	Bituminous Penetration	H	20	0.28	Divided highway 2-24' P.C. Concrete lanes	J	48	0.28	-
M 312-1	M FASN 59-B (2) PA 59A(3)	Sharpsburg - Shepherdstown	Amesite	I	16	1.31	Portland Cement Concrete	J	22	1.31	-
Ce 243-411	C-C	Elkton - Delaware line	South-bound lane of divided highway P.C. Concrete	J	20	0.83	Portland Cement Concrete	J	22	0.83	-
										2808	

108
28
136

2808

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Form SM-1
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

Sheet 4 of 4

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF MARYLAND

PRIMARY STATE HIGHWAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1941

Project No.		Location	Road Replaced				Road Built				Net Miles Abandoned (7–11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
P 374-1	P MD93	University Lane	Portland Cement Concrete	J	16	0.17	Portland Cement Concrete	J	22	0.17	-
Wi 133-9	W1 MD13	Leonards Mill Pond	Portland Cement Concrete	J	18	0.50	Portland Cement Concrete	J	24	0.50	-
T 73-2 T	FAP 461A US 50	Easton - Trappe	Portland Cement Concrete	J	14	0.20	Portland Cement Concrete	J	24	0.20	-
Ci 205-1 C1	FAP 2470 MD 77	Francis Scott Key Highway	New location				Portland Cement Concrete	J	22	0.35	-
T	FAP 461A US 50	Easton - Trappe	New location				Portland Cement Concrete	J	24	5.55	-
C -1	FAP 460A(1)	Newburg - Allens Fresh	New location				Portland Cement Concrete	J	24	2.12	-
W 182-1 W	FAP 1970(2)	Tonoloway Crk. Relocation	New location				Portland Cement Concrete	J	24	1.28	-
M 295-1 P P 281-5 P	MD 650	New Hampshire Ave. ext.	New location			0.94 0.61	Portland Cement Concrete	J	29	1.55	0.94 0.61
B 440-1 B	FAP-41 463A MD 150	Glenn L. Martin Blvd.	New location				Divided highway 2-24' P.C. Conc. lanes	J	48	1.78	-
Co 195-433 C	FAP 450C FAP 450E	New Philadelphia Rd.	New location				Same as above	J	48	0.12	-
Co 272-435 C	FAP 4501(1)	New Philadelphia Rd.	New location				Same as above	J	48	0.92	-
Co 214-434 C	FAP 450B(1)	New Philadelphia Rd.	New location				Same as above	J	48	1.85	-
Co 200-1 C	FAP 450A(2)	New Philadelphia Rd.	New location				Same as above	J	48	2.22	-
Co 200-2 C	FAP 450A	New Philadelphia Rd.	New location				Same as above	J	48	1.82	-
Co 209-1 C	FAP 450B(2)	New Philadelphia Rd.	New location				Same as above	J	48	2.48	-
-3 C	FAP 450B(2)	New Philadelphia Rd.	New location				Same as above	J	48	2.44	-
										24.48	25.35 .17 24.48

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Form SM-2
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

PROJECT RECORD OF ROAD WIDENING

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1941

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

Project No.		Location	Road Before Widening				Widening Operation			Road After Widening						Net Miles Abandoned
			Type of road		Width in feet	Length in miles	Type of widening laid		Width in feet	Road types (if single type use only cols. 11 and 12)				Total width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol		Type symbol	Width in feet	Type symbol	Width in feet			(7–16)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
AA 302K-311	AA	Odenton - Jackson Grove	Bituminous Surf. Treated	F	20	0.69	Portland Cement Concrete	J	4	F	20	J	4	24	0.69	-
Convict Labor	Convict	Denton - Greensboro	Mixed Bituminous	G	15	6.10	Mixed Bituminous	G	7	G	22			22	6.10	-
Convict Labor	CO	Greensboro - Goldsboro	Mixed Bituminous	G	15	4.00	Mixed Bituminous	G	7	G	22			22	4.00	-
[illegible]	WH0637	Hagerstown - Downsville	Bituminous Penetration	H	14	0.50	Bituminous Penetration	H	4	H	18			18	0.50	-
AA 302K-311	AA	Severn - Shipley	Bituminous Penetration	H	20	2.50	Bituminous Penetration	H	2	H	22			22	2.50	-
State Forces	M	Kensington - Four Corners	Bituminous Penetration	H	18	0.97	Bituminous Penetration	H	9	H	26			26	0.97	-
State Forces	M	Kensington - Four Corners	Bituminous Penetration	H	20	2.82	Bituminous Penetration	H	9	H	29			29	2.82	-
State Forces	US 40	Braddock Mt.	Bituminous Penetration	H	20	0.57	Bituminous Penetration	H	10	H	30			30 ✓	0.57	-
W 352K	US 40 W	Boonsboro - South Mt.	Bituminous Penetration	H	20	0.12	Bituminous Penetration	H	11	H	31			31 ✓	0.12	-
AA 302K-311	AA	Severn - Shipley	Asphalt	I	21	1.63	Bituminous Penetration	H	1	I	21	H	1	22	1.63	-
State Forces	K	Piney Neck Rd.	Portland Cement Concrete	J	9	2.50	Bituminous Penetration	H	7	J	9	H	7	16	2.50	-
State Forces	K	Rock Hall	Portland Cement Concrete	J	9	0.85	Bituminous Penetration	H	7	J	9	H	7	16	0.85	-
State Forces	4	Dublin - Whiteford	Portland Cement Concrete	J	15	5.75	Bituminous Penetration	H	5	J	15	H	5	20	5.75	-
State Forces	W	Brunswick - Keedysville	Portland Cement Concrete	J	15	1.87	Bituminous Penetration	H	6	J	15	H	6	21	1.87	-
Convict Labor	Convict	Sour Apple Tree Rd.	Portland Cement Concrete	J	16	6.31	Mixed Bituminous	G	6	J	16	G	6	22	6.31	-
Fo 154-211	CO	Fredericksburg - Delaware line	Portland Cement Concrete	J	15	3.19	Portland Cement Concrete	J	7	J	22			22	3.19	-
AA 302K-311	AA	Severn - Shipley	Portland Cement Concrete	J	14	1.68	Portland Cement Concrete	J	10	J	24			24	1.68	-
AA 302K-311	AA	Severn - Jackson Grove	Portland Cement Concrete	J	16	1.58	Portland Cement Concrete	J	8	J	24			24	1.58	-
M 195-1-311	MD 193	Conn. Ave. - Meadow Lane	Portland Cement Concrete	J	20	0.11	Portland Cement Concrete	J	10	J	30			30 ✓	0.11	-
M 195-1-311	MD 193	Conn. Ave. - Glendale Rd.	Portland Cement Concrete	J	20	0.09	Portland Cement Concrete	J	10	J	30			30 ✓	0.09	-
P 397-1	MD 410	Rhode Island Ave.	Portland Cement Concrete	J	20	1.22	Portland Cement Concrete	J	16	J	36			36 ✓	1.22	-
State Forces	MD 40	East-West Highway	Portland Cement Concrete	J	20	0.73	Bituminous Penetration	H	18	J	20	H	18	38 ✓	0.73	-
State Forces	MD 40	East-West Highway	Portland Cement Concrete	J	20	0.48	Bituminous Penetration	H	18	J	20	H	18	38 ✓	0.48	-

U. S. GOVERNMENT PRINTING OFFICE 16—15972

Form SM-3
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

(DUPLICATE)

RECORD OF ROAD MILEAGE TRANSFERRED

STATE OF MARYLAND

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1941

MILEAGE ADDED FROM OTHER SYSTEMS						MILEAGE TRANSFERRED TO OTHER SYSTEMS					
System from which transferred	Location	Type of road: Description	Type of road: Type symbol	Width in feet	Length in miles	System to which transferred	Location	Type of road: Description	Type of road: Type symbol	Width in feet	Length in miles
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
County CH	Maryland Pt. - Riverside	Unimproved Earth	B	8	1.24						
" PG	Kolbe's Cor. - Defense Hwy.	" "	B	10	1.88						
" CH	Bachman Mill - Melrose	" "	B	10	1.47						
" Dor	Wingate - Fox Creek	" "	B	16	1.60						
" Q	Centerville - Ruthsburg	" "	B	20	0.80						
" Caroline	Bethlehem - Harmony	Graded & Drained Earth	C	10	2.90						
" M	Redland - Derwood	" " "	C	10	0.56						
" M	Laytonsville - Unity	" " "	C	10	1.23						
" Carroll	Washington Rd. - Fenby south	" " "	C	12	1.07						
" 11	Westminster - Tannery	" " "	C	12	1.03						
" Carroll	Mt. Airy-Taylorsville Rd. twd. Winfield-Lisbon Rd.	" " "	C	12	1.23						
" To	W. Friendship - Glenelg	" " "	C	12	1.80						
" Cecil	Cayots Cors. - St. Augustine	" " "	C	15	2.00						
" Carroll	Warfieldburg - Stone Chapel	" " "	C	15	1.21						
" W	Fishing Creek Relocation	" " "	C	16	0.30						
" W1	Green Hill - White Haven	" " "	C	18	3.30						
" WO	Greenbackville Rd.	" " "	C	18	2.50						
" Ca	Taneytown - Copperville	" " "	C	20	0.66						
" W1	Allen - Upper Ferry	" " "	C	20	0.24						
" Dor	Galestown north	" " "	C	20	2.84						
" Dor	Allens Cor. - Reliance	Soil Surface	D	20	2.70						
" CH	Maryland Pt. - Riverside	Gravel	E	10	2.00						
" PG	Defense Hwy. - Bowie Race Trk.	"	E	12	0.70						
" CH	Pisgah - Port Tobacco	"	E	12	2.12						
" SM	Loveville - 3-Notch Rd.	"	E	12	3.00						
" 9	Bittinger - Buckle Cor.	Stone	E	12	1.00						
" Q	Roe - Bridgetown	Gravel	E	15	2.31						
" W	Fishing Crk. Relocation	"	E	16	0.20						

S—12007

Form SM-3
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

(DUPLICATE)

RECORD OF ROAD MILEAGE TRANSFERRED

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1941

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

MILEAGE ADDED FROM OTHER SYSTEMS

System from which transferred	Location	Type of road		Width in feet	Length in miles
		Description	Type symbol		
(1)	(2)	(3)	(4)	(5)	(6)
County Cecil	Bayview - Farmington	Gravel	(E)	16	4.30
" 40	Centerville - Ruthsburg	"	(E)	16	1.36
" G	Gortner - Loch Lynn	Stone	(E)	16	2.00
" Dor	Brookview - Vienna	Gravel	(E)	16	0.40
" Dor	Vienna - Steel Rock	"	(E)	16	0.90
" M	Redland - Derwood	Bituminous Surf. Treated	(F)	12	0.44
" F	Ridgeway - Jackson Grove	" " "	(F)	14	0.95
" Som	Approach to Deal Island Bridge	" " "	(F)	15	0.22
" P9	Defense Hwy. - Bowie Race Trk.	" " "	(F)	16	1.00
" Dor	Wingate - Bishops Head	" " "	(F)	16	3.00
" Han	Halseys Cor - Highland	Mixed Bituminous	(G)	14	1.04
" W1	Barren Creek - Delaware line	" "	(G)	16	2.60
" C1	Francis Scott Key Highway	Bituminous Penetration	(H)	15	0.75
" 5	McDonogh Grade Separation	" "	(H)	16	0.52
" B	McDonogh Grade Separation	Portland Cement Concrete	(J)	15	0.12

MILEAGE TRANSFERRED TO OTHER SYSTEMS

System to which transferred	Location	Type of road		Width in feet	Length in miles
		Description	Type symbol		
(7)	(8)	(9)	(10)	(11)	(12)

8—12007

Form SM-4
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

HIGHWAY MILEAGE ANALYSIS SCHEDULE

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1941

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

Type of Road Existing or Built	Existing Mileage at Beginning of Year	Changes in System Other Than Construction: Revisions due to resurvey or former error (+ or −)	Changes in System Other Than Construction: Mileage transfers: Additions from other systems	Changes in System Other Than Construction: Mileage transfers: Transfers to other systems	Changes in System Other Than Construction: Net changes other than construction (2+3−4)	Accounting Table of Construction Changes: Built on new location	Type of road replaced or abandoned: A Primitive	B Unimproved	C Graded and drained	D Soil-surfaced	E Gravel or stone	F Bituminous surface-treated	G Mixed bituminous	H Bituminous penetration	I Bituminous concrete and sheet asphalt	J Portland cement concrete	K Brick	L Block	M Dual-type	Summary of construction changes: Mileage built during year: On earth roads or new location	New types replacing old surface	Reconstruction to same type	Total	Mileage of former types replaced	Net mileage change due to construction (23−24)	Net Total Change in Mileage (5+25)	Existing Mileage at End of Year (1+26)	Type of Road (symbol)
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
Road abandoned	**	**	**	**	**	**		0.11	0.18 ~~0.07~~		0.16	0.01								**	**	**	(0.35)	**	**	**	**	Abandoned.
A. Primitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	6.99 ~~3.00~~	6.99 ~~3.09~~	-		A.
B. Unimproved			~~3.00~~ 22.99 ~~20.92~~		~~6.99~~ ~~3.09~~ ~~22.87~~																			22.87 ~~20.57~~	-.87 ~~22.57~~	-		B.
C. Grade and drained																								13.00	-13.00	-10.30	13.10	C.
D. Soil-surfaced	23.40		2.70		~~2.70~~																							D.
E. Gravel or stone	37.93	- 0.30 1/	20.25		~~19.29~~ ~~3.61~~	0.06		2.84	3.30 ~~3.38~~ ~~6.98~~		11.96	0.79								7.00	0.99	11.26 ~~3.47~~ ~~8.41~~	19.25	34.81	-14.86	+ 5.13	43.06	E.
F. Bituminous surface-treated	604.65		~~3.41~~ ~~2.61~~					0.80			15.73	~~3.41~~ ~~6.41~~								~~12.19~~ ~~7.16~~	15.73		23.32	~~7.36~~ ~~4.36~~	15.96 ~~10.76~~	+21.57	626.22	F.
G. Mixed bituminous	618.40		3.64		~~3.64~~	0.03		~~3.35~~ ~~4.14~~	~~12.37~~ ~~10.19~~	2.70	3.96	0.44				1.00				16.35	8.10		24.34	4.09	+20.37	+21.01	642.41	G.
H. Bituminous penetration	848.96		1.27		~~1.27~~	1.00			3.03	10.30	3.00	1.56		0.22	2.20	0.12				4.11	17.18	0.52	21.81	6.87	+14.94	+16.21	865.17	H.
I. Bituminous concrete and sheet asphalt	295.01	- 1.50			~~1.50~~	0.28							3.02	~~2.57~~	~~3.31~~ 3.24	6.94			0.72	0.28	13.25	~~3.31~~ 3.31	~~17.04~~ 16.84	~~6.02~~ 6.02	+10.82	+11.52	306.53	I.
J. Portland cement concrete	1,569.96	- 1.50	0.12		- 1.38	24.48						0.95	1.07	3.78	1.31	1.70				26.46	7.11	1.70	33.29	10.97	+22.32	+20.94	1,590.90	J.
K. Brick																												K.
L. Block																1.21					1.21		1.21	0.72	+ 0.49	+ 0.49	127.24	L.
M. Dual-type	126.75																											M.
Totals	4,125.06	- 0.30	63.49		+63.19	(6.73)		~~3.00~~	~~22.87~~	13.00	34.81	~~7.80~~	4.03	~~6.49~~	~~7.05~~ ~~6.58~~	10.37			0.72	~~56.41~~ ~~59.21~~	63.57	~~24.10~~ ~~17.30~~	~~140.88~~ 141.08	~~114.50~~ 114.70	+26.38	+89.57	4,214.63	Totals.

U. S. GOVERNMENT PRINTING OFFICE 8—12005

1/ US 301 T.R. toward Marlboro built 1938

2/ Section of Route 306 in Federalsburg was included in both urban and rural mileage

Form SM-5
(1938)

DUPLICAT

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

SUMMARY OF STATE HIGHWAY MILEAGE EXISTING

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19 41

TYPE OF ROAD	RURAL ROADS UNDER STATE CONTROL					URBAN EXTENSIONS OF STATE HIGHWAY SYSTEM			TOTAL DESIGNATED STATE HIGHWAY SYSTEM	TOTAL ROADS AND STREETS REPORTED (5+8)
	Primary State highway system	Secondary State highway system	State-aid system	County or local roads under State control	Total	On designated State highway system	Connecting streets not on designated system	Total		
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
							1/			
A. Primitive										
B. Unimproved										
C. Graded and drained										
D. Soil-surfaced	13.10				13.10		0.02	0.02	13.10	13.12
E. Gravel or stone	43.06	"	"	"	43.06				43.06	43.06
F. Bituminous surface-treated	626.22	"	"	"	626.22	2.05		2.05	628.27	628.27
G. Mixed bituminous	642.41	"	"	"	642.41	9.87	0.42	10.29	652.28	652.70
H. Bituminous penetration	865.17				865.17	15.52	26.43	41.95	880.69	907.12
I. Bituminous concrete and sheet asphalt	306.53				306.53	11.61	60.42	72.03	918.14	378.56
J. Portland cement concrete	1,590.90				1,590.90	54.14	1.93	56.07	1,645.04	1,646.97
K. Brick						1.72	6.83	8.55	1.72	8.55
L. Block							1.11	1.11		1.11
M. Dual-type	127.24				127.24	5.50	2.79	8.29	132.74	135.53
TOTAL	4,214.63				4,214.63	100.41	99.95	200.36	4,315.04	4,414.99

U. S. GOVERNMENT PRINTING OFFICE 8—12011

1/ Improvements or additions not reported

Form SM-6
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

(DUPLICATE)

SUMMARY OF STATE HIGHWAY MILEAGE BUILT

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19 41

TYPE OF ROAD BUILT	ON RURAL ROADS UNDER STATE CONTROL					ON URBAN EXTENSIONS OF STATE HIGHWAY SYSTEM				TOTAL MILEAGE BUILT ON DESIGNATED STATE HIGHWAY SYSTEM	OTHER MILEAGE BUILT BY STATE HIGHWAY DEPARTMENT (SPECIFY)		TOTAL REPORTED
	Primary State highway system	Secondary State highway system	State-aid system	County or local roads under State control	Total	On designated State highway system	On connecting streets not on designated system: By State highway department	On connecting streets not on designated system: By city authorities	Total				
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
C. Graded and drained													
D. Soil-surfaced													
E. Gravel or stone	19.95				19.95					19.95			19.95
F. Bituminous surface-treated	23.32				23.32					23.32			23.32
G. Mixed bituminous	24.46				24.46	0.30			0.30	24.76			24.76
H. Bituminous penetration	21.81				21.81	0.08			0.08	21.89			21.89
I. Bituminous concrete and sheet asphalt	16.86				16.86					16.86			16.86
J. Portland cement concrete	33.29				33.29	0.61			0.61	33.90			33.90
K. Brick													
L. Block													
M. Dual-type	1.21				1.21					1.21			1.21
TOTAL	140.88				140.88	0.99			0.99	141.87			141.87

NONE

NONE

NONE

U. S. GOVERNMENT PRINTING OFFICE 8—12012

Form SM-7
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DU.

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

STATE OF MARYLAND

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 19[illegible]

TYPE OF ROAD	TOTAL EXISTING MILEAGE	ENTER BELOW THE NUMBER OF MILES OF EACH TYPE HAVING THE FOLLOWING WIDTHS IN FEET																	
		Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and over
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
A. Primitive																			
B. Unimproved																			
C. Graded and drained																			
D. Soil-surfaced	13.10			10.31		2.79													
E. Gravel or stone	43.96	0.42	2.17	37.06		2.11				0.92	0.58			0.69	1.11				
F. Bituminous surface-treated	626.22		21.91	562.67	25.85	14.16		0.69	1.01				0.15	0.13		0.25			
G. Mixed bituminous	640.41	4.30	227.39	296.65	33.14	58.80	31.38	3.02	1.14	0.14			0.15	0.30					
H. Bituminous penetration	865.17	0.67	112.74	265.90	61.86	367.75	44.92	32.72	4.25	2.39		1.66	0.25	1.74		2.80			0.48
I. Bituminous concrete and sheet asphalt	306.53		13.84	26.16	32.42	128.95	35.25	33.81	1.40	10.53	0.57	3.98	0.81	15.46		0.33	0.61	0.29	2.72
J. Portland cement concrete	1,590.90	87.71	585.62	439.85	144.14	177.30	69.68	32.25	3.34	10.87		1.49	2.55	52.67	4.33	10.83	0.47		
K. Brick																			
L. Block																			
M. Dual-type	177.24				4.60		0.79	53.26	5.16	20.84	0.10	6.92	0.37	10.01	0.88	0.10		0.41	0.75
TOTAL	4,216.63	93.10	923.07	1,607.84	330.01	731.16	182.02	167.25	16.90	58.69	1.25	14.05	12.83	89.00	6.32	22.31	1.08	0.70	3.95

A
B
C
D
E
F
G
H
I
J
K
L
M

U. S. GOVERNMENT PRINTING OFFICE 8—12013

X 54 X X

1590.90

1590.90
54.14
5.04
164

1623
11.29/03
179.

Form SM-8
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1941

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

DUAL-TYPE ROADS						DIVIDED HIGHWAYS								
Road types and widths				Total width in feet	Length in miles	Types and widths of divided roadways						Total surfaced width in feet	Average width of dividing strips	Length in miles
First type		Second type				First roadway		Second roadway		Third roadway				
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
J	10	F	8	18	4.60	J	12	J	12					
J	12	J	10	22	0.79	J	20	J	20			24	20	0.41
J	15	I	8	23	11.65	J	20	J	20			40	6-50	7.43
J	15	H	8	23	0.57	J	20	J	20			40	30	26.85
J	15	F	8	23	13.05	J	20	J	20			40	20	0.25
J	15	H	9	24	0.30	H	20	H	20			40	24	0.30
J	16	F	8	24	1.94	J	20	J	22			42	50	11.71
J	15	H	9.5	24.5	0.14	H	20	H	22			42	26	0.20
J	17	F	8	25	4.70	J	22	J	22			44	40	1.58
J	15	H	10	25	8.71	J	22	J	22			44	45	0.83
J	16	H	10	26	2.93	H	24	H	24			48	20	2.80
J	15	H	11	26	1.50	I	24	I	24			48	42	0.33
I	16	H	8	26	1.13	J	24	J	24			48	36	2.76
J	16	F	8	26	8.03	J	24	J	24			48	38	12.59
J	16	H	11	27	2.80	J	24	J	24			48	4	0.35
J	16	F	10	28	2.96	I	25	I	25			50	4	0.61
G	16	H	10	28	0.20	I	30	I	25			55	4	0.29
I	28	J	10	30	2.03	I	29	I	32			61	14	1.19
J	15	F	15	30	0.90	I	31	I	31			62	4	0.06
J	20	H	10	30	2.16	H	34	H	34			68	20	0.48
I	22	J	8	30	5.89	H J	16 24	J	40			80	12	0.40 /1
H	14	J	16	30	0.97	H J	16 54	J	40			110	12	0.09 /1
J	20	F	10	30	1.10									
J	16	F	16	32	2.33									
J	24	J	8	32	1.54									
J	22	G	10	32	3.38									
I	22	J	10	32	0.54									
I	23	H	10	33	0.10									

Total 72.31 miles

1/ One lane of this highway is of dual H type construction

U. S. GOVERNMENT PRINTING OFFICE 8—12008

Form SM-8
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

Sheet 2 of 2

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19 41

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

DUAL-TYPE ROADS						DIVIDED HIGHWAYS								
Road types and widths				Total width in feet	Length in miles	Types and widths of divided roadways						Total surfaced width in feet	Average width of dividing strips	Length in miles
First type		Second type				First roadway		Second roadway		Third roadway				
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
J	14	F	20	34	✓ 3.71									
J	13	H	19	32	✓ 0.32									
J	16	F	18	34	✓ 0.39									
J	15	F	20	35	✓ 2.50									
J	20	F	16	36	✓ 3.55									
I	16	J	20	36	✓ 2.86									
J	16	H	20	36	✓ 0.40									
J	20	H	18	38	✓ 1.21									
I	17	J	22	39	✓ 0.90									
I	20	J	20	40	✓ 6.94									
J	22	H	18	40	✓ 0.32									
H	15	J	25	40	✓ 0.69									
I	20	J	20	40	✓ 9.72									
J	20	H	20	40	✓ 0.40									
I	22	J	22	44	✓ 0.88									
H	20	J	20	48	✓ 0.10									
J	20	I	20	50	✓ 0.41									
J	40	I	20	60	✓ 0.26									
H	16	J	24	80	✓ 0.40 /1									
H	16	J	54	110	✓ 0.07 /1									
		Total 139.21 miles												

1/ See item of divided highway

U. S. GOVERNMENT PRINTING OFFICE 8—12008

Form SM-1
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF MARYLAND

URBAN EXTENSIONS OF DESIGNATED STATE HIGHWAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 19____

PROJECT NO.		LOCATION	ROAD REPLACED				ROAD BUILT				NET MILES ABANDONED (7—11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Co 108-3		Fredericksburg - Mountain Dr.	Gravel	E	16	0.30	Mixed Bituminous	B	20	0.30	-
State forces	Co	Jeffers St. in Elkton	Gravel	E	16	0.08	Bituminous Penetration	H	20	0.08	-
Co 185-433	FAP 450C FROM 450E	Landing Lane in Elkton	Bituminous Penetration	H	24	0.16	Portland Cement Concrete	J	40	0.16	-
Co 185-433	FAP 450C FROM 450E	New Philadelphia Rd.	Portland Cement Concrete	J	19	0.45	Divided Highway 2-24' P.C. Conc. lanes	J	48	0.45	-
										.79	

U. S. GOVERNMENT PRINTING OFFICE 16—15881

Form SM-2
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

PROJECT RECORD OF ROAD WIDENING

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1941

URBAN EXTENSIONS OF DESIGNATED HIGHWAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

Project No.		Location	Road Before Widening				Widening Operation			Road After Widening						Net Miles Abandoned
			Type of road		Width in feet	Length in miles	Type of widening laid		Width in feet	Road types (if single type use only cols. 11 and 12)				Total width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol		Type symbol	Width in feet	Type symbol	Width in feet			(7–16)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
							NONE									

U. S. GOVERNMENT PRINTING OFFICE 16—15072

Form SM-3
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

(DUPLICATE)

RECORD OF ROAD MILEAGE TRANSFERRED

STATE OF MARYLAND

URBAN EXTENSIONS OF DESIGNATED STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1941

Mileage Added From Other Systems						Mileage Transferred to Other Systems					
System from which transferred	Location	Type of road: Description	Type of road: Type symbol	Width in feet	Length in miles	System to which transferred	Location	Type of road: Description	Type of road: Type symbol	Width in feet	Length in miles
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Municipal	Juffars St. in Elkton	Gravel	E	16	0.08	Municipal	Route 355 in Crisfield	Portland Cement Concrete	J	18	0.40
Municipal	Landing Lane in Elkton	Bituminous Penetration	H	24	0.16						

8—12007

Form SM-4
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

HIGHWAY MILEAGE ANALYSIS SCHEDULE

STATE OF [illegible]

FOR YEAR ENDED DECEMBER 31, 1941

URBAN EXTENSION OF DESIGNATED STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

TYPE OF ROAD EXISTING OR BUILT	EXISTING MILEAGE AT BEGINNING OF YEAR	CHANGES IN SYSTEM OTHER THAN CONSTRUCTION				ACCOUNTING TABLE OF CONSTRUCTION CHANGES																				
		Revisions due to resurvey or former error (+ or −)	Mileage transfers		Net changes other than construction (2+3−4)	Built on new location	Type of road replaced or abandoned												Summary of construction changes						NET TOTAL CHANGE IN MILEAGE (5+25)	EXISTING MILEAGE AT END OF YEAR (1+26)	TYPE OF ROAD (symbol)
			Additions from other systems	Transfers to other systems			A Primitive	B Unimproved	C Graded and drained	D Soil-surfaced	E Gravel or stone	F Bituminous surface-treated	G Mixed bituminous	H Bituminous penetration	I Bituminous concrete and sheet asphalt	J Portland cement concrete	K Brick	L Block	M Dual-type	Mileage built during year: On earth roads or new location	Mileage built during year: New types replacing old surface	Mileage built during year: Reconstruction to same type	Mileage built during year: Total	Mileage of former types replaced	Net mileage change due to construction (23−24)			
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
	**	**	**	**	**	**														**	**	**	( )	**	**	**	**	Abandoned.
Road abandoned						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					A.
A. Primitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					B.
B. Unimproved																												C.
C. Grade and drained																												D.
D. Soil-surfaced																												E.
E. Gravel or stone	0.30		0.02		0.00																		0.30	- 0.30	- 0.30		2.05	F.
F. Bituminous surface-treated	2.05																											G.
G. Mixed bituminous	3.57										0.30										0.30		0.30	+ 0.30	+ 0.30	3.87		H.
H. Bituminous penetration	15.44		0.16		0.16						0.00										0.08		0.08	0.16	- 0.08	+ 0.08	15.52	I.
I. Bituminous concrete and sheet asphalt	11.61																										11.61	J.
J. Portland cement concrete	54.38			0.40	- 0.40									0.16		0.05					0.16	0.05	0.61	0.45	+ 0.16	- 0.24	54.14	K.
K. Brick	1.72																										1.72	L.
L. Block																												M.
M. Dual-type	5.50																										5.50	TOTALS.
TOTALS	100.57		0.18	0.40	- 0.16	( )					0.30			0.16		0.05					0.54	0.05	0.99	0.29	-	- 0.16	100.41	

U. S. GOVERNMENT PRINTING OFFICE 8—12005

Form SM-7
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1941

URBAN EXTENSION OF DESIGNATED STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

TYPE OF ROAD	TOTAL EXISTING MILEAGE	ENTER BELOW THE NUMBER OF MILES OF EACH TYPE HAVING THE FOLLOWING WIDTHS IN FEET																		
		Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and over	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	
A. Primitive																				A
B. Unimproved																				B
C. Graded and drained																				C
D. Soil-surfaced																				D
E. Gravel or stone																				E
F. Bituminous surface-treated	2.05		0.26	1.55		0.24														F
G. Mixed bituminous	9.87		2.04	3.70	0.55	0.38		0.32	0.47	0.87		0.44	0.40	0.69					0.05	G
H. Bituminous penetration	15.52		0.39	1.96	0.58	7.45	0.60	3.35	0.42					0.85						H
I. Bituminous concrete and sheet asphalt	11.61		1.86	0.85		8.95	0.17	0.75	0.47	3.30		0.15	0.29	0.84				0.04	0.04	I
J. Portland cement concrete	54.14		13.10	5.23	6.99	9.06	0.82	4.79	3.60	3.81	1.50	0.31	0.30	1.95		2.26	0.04	0.61		J
K. Brick	1.72					0.32		0.20	0.37	0.80		0.63	0.05							K
L. Block																				L
M. Dual-type	5.30							2.38				0.63		1.48			0.60		0.47	M
TOTAL	100.41		16.99	13.35	8.12	80.39	1.06	11.78	5.33	7.86	1.50	2.16	2.14	5.72		2.26	0.64	0.65	0.56	

U. S. GOVERNMENT PRINTING OFFICE 8—12013

16.90
5.33
22.23

16.90
5.33
22.23

5.33
16.90
22.23

Form SM-8
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

STATE OF MARYLAND

URBAN EXTENSIONS OF DESIGNATED STATE HIGHWAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 19 41

DUAL-TYPE ROADS						DIVIDED HIGHWAYS								
Road types and widths				Total width in feet	Length in miles	Types and widths of divided roadways						Total surfaced width in feet	Average width of dividing strips	Length in miles
First type		Second type				First roadway		Second roadway		Third roadway				
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
J	15	I	8	23	1.05	J	20	J	20			40	30	0.63
I	15	J	9	24	0.88	J	20	J	20			40	20	0.44
J	17	H	8	25	0.39	J	24	J	24			48	36	2.38
8	18	J	16	34	0.19	I	29	I	29			58	11	0.04
J	16	F	18	34	0.44									
I	20	J	20	40	1.48									
J	20	8	33	53	0.60									
I	15	J	Var. width 67-69	82-84	0.47									
		Total 5.50 miles								Total 3.50 miles				
			5.50							.359				

U. S. GOVERNMENT PRINTING OFFICE 8—12008

SM-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

Sheet 1 of 2.

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1940

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

Project No.		Location	Road Replaced				Road Built				Net Miles Abandoned (7–11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8) course	(9)	(10)	(11)	(12)
No. - 217	MD611	Ocean City Rd. Ind. Lewis' Store	Graded and drained earth	C	20	2.96	Screenings surf. course calcium chloride treated	E	20	.96	X
1 - 02	MD367	Princess Anne Ind. Rt. Turner	Shell	E	20	0.92	Screenings surf. course calcium chloride treated	E	20	0.92	X
24 - 198	MD6	Crisfield to Turner	Gravel	E	10	1.39	Gravel - calcium chloride treated	E	20	1.39 1.37	X
20 - 216	MD610	Bishop to Shaleyville	New location	-	-	2.30	Bituminous surface treated	F	20	2.30	X
5	[illegible]	Kings Creek - Hoover Rd. to Lewis Rock	Graded and drained earth	C	20	2.90	Bituminous surface treated	F	18	2.90	X
- 216	MD610	Bishop to Shaleyville	Graded and drained earth	C	20	0.80	Bituminous surface treated	F	20	0.80	X
STATE FUNDS	MD608 W	Sykesville - Parrishville	Stabilized earth	C	18	1.66	Bituminous surface treated	F	12	1.66	X
O. - 156 A	MD336	Ringgold to Tondville	Gravel	E	16	2.35	Bituminous surface treated	F	16	2.30	X
STATE FUNDS W	MD529	Allen Ind. Upper Ferry Salisbury - Camp Hill Rd. Ind. Rt. Herman	Stabilized earth surface course	E	16	2.30	Bituminous surface treated	F	16	2.30	X
STATE FUNDS	MD12 W		Traffic bound macadam	E	16	2.03	Bituminous surface treated	F	16	2.03	X
STATE FUNDS	MD610 W	Shaleyville Ind. Bishop	Stabilized earth surface course	E	16	0.91	Bituminous surface treated	F	16	0.91	X
STATE FUNDS	US 213 W	St. Martin's Church Ind. Girdletree	Stabilized earth surface course	E	16	1.11	Bituminous surface treated	F	16	1.11	X
STATE FUNDS	W	Curtis - Ocean City Road Ind. Louis' Store	Stabilized earth surface course	E	16	0.74	Bituminous surface treated	F	16	0.74	X
STATE FUNDS	E	Quantico - North Potomac Store to Harriman's Store	Gravel	E	20	0.69	Bituminous surface treated	F	20	0.69	X
S. - 93	FAS - 6 A		Gravel	E	24	0.95	Bituminous surface treated	F	18	0.95	X
STATE FUNDS	[illegible]	Hilltown Ind. Defense Highway & Rd. Fulton Corner	Gravel	E	16	1.60	Bituminous surface treated	F	16	1.60	X
376-2	US 50		Gravel	E	30	1.50	Bituminous surface treated	F	20	1.50	X
- 369 X	3 21	Rt Allen Ferries	Bituminous surface treated	F	16	0.15	Bituminous surface treated	F	20	0.15	X
H. - 345	FAS - 36 A MD113	Lewisdale to Frederick Co. Line Ind. Montgomery Co. Line to New Market - Spattsdown Rd.	Graded and drained earth	C	16	1.95	Mixed bituminous	C	16	1.95	X ?
H. - 315	FAS - 36 A		Graded and drained earth	C	16	0.40	Mixed bituminous	C	16	0.40	X ?
H. - 120	US FAS - 52 A	New Philadelphia Rd. to Magnolia	Gravel	E	18	1.00	Mixed bituminous	C	16	1.00	X ?
C. - 109	MD X	St. Leonards Ind. Solomons	Gravel	E	16	4.70	Mixed bituminous	C	20	4.75	X ?
H. - 120	US FAS - 52 A	New Philadelphia Rd. to Magnolia	Mixed bituminous	C	16	0.90	Mixed bituminous	C	16	0.90	X ?
H. - 320	MD [illegible] 325 A	Dry Run - Searfoss	Stone	E	18	1.20	Bituminous penetrating	B	16	1.20	X Widening
C. - 146 X	US 213	Chester River to Church Hill	Mixed bituminous	C	16	6.45	Asphalt	I	20	6.45	X
CE. - 184 X	MD 213	Greensboro - Goldsboro	Mixed bituminous	C	15	3.00	Asphalt	I	22	3.00	X
CE. - [illegible]	[illegible]	Elkton Ind. Perryville	Mixed bituminous	C	20	0.21	Asphalt	I	25	0.21	X
		[illegible] to Perryville	Portland cement concrete	J	16	0.20	Asphalt	I	25	0.20	X
		[illegible] Road - Van Dibber - [illegible]	Portland cement concrete	J	16-18	1.34	8" Asphalt (should be 8" - 9" Portland cement conc.	I	20	1.34	X
		[illegible] Court Fir	Portland cement concrete	J	15	1.13	Asphalt	I	15	1.13	X
										50.39	

U. S. GOVERNMENT PRINTING OFFICE 8—12009

Form SM-1
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

Sheet 2 of 2

DUPLICATE

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF MARYLAND

PRIMARY STATE HIGHWAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1940.

PROJECT NO.		LOCATION	ROAD REPLACED				ROAD BUILT				NET MILES ABANDONED (7—11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles 50.39	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Q. - 146 X	05315	Chester River and Church Hill	Portland c. concrete	J	20	0.80	Asphalt	I	26	0.88	X
AA. - 254 X	Md 465	Horse Corner to Defense Hwy.	Portland c. concrete	J	15	7.02	Asphalt	I	25	7.02	X
CH. - 290	0550	Crain Hwy. and Potomac River Bridge	New location	-	-	-	Portland c. concrete Divided Highway	J	24	1.31	X
[illegible] - 290	3-22	1.31 miles from Crain Hwy. to Toll Plaza	New location	-	-	-	2 - 24' Portland c.conc.lanes	J	48 ✓	0.95	X
[illegible] - 124	PRR 1139-B-F	Toll Plaza - Choptank River Br.	New location	-	-	-	Portland c. concrete	J	Avg. 24 -50' 37'	0.09	X
[illegible] - 124	PRR 1139-B-F	Toll Plaza-Potomac River Br.	New location	-	-	-	Portland c. concrete	J	24	0.16	X
CH. - 124	PRR 1139-B-F	Paving over Potomac River Br.	New location	-	-	-	Portland c. concrete	J	24	1.90	X
H. - 132	PRR 1139-B-F	Paving over Susquehanna River Bridge	New location	-	-	-	Portland c. concrete	J	46	1.45	X
										12.56 / 2.75	

Form SM-2
(1938)

FEDERAL WORKS AGENCY
UNITED STATES DEPARTMENT OF AGRICULTURE
PUBLIC ROADS ADMINISTRATION
BUREAU OF PUBLIC ROADS

DUPLICATE

PROJECT RECORD OF ROAD WIDENING

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1940

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

Project No.		Location	Road Before Widening				Widening Operation			Road After Widening						Net Miles Abandoned
			Type of road		Width in feet	Length in miles	Type of widening laid		Width in feet	Road types (if single type use only cols. 11 and 12)				Total width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol		Type symbol	Width in feet	Type symbol	Width in feet			(7—16)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
STATE FORCES	- A A	12th Ave. Brooklyn to SR 648	Portland c. concrete	J	2-20' Inner 1-20'	2.50	Sand asphalt stabilized shdrs.	D	2-10'							
" "	- A A	SR 648 to Severn River Br.	Portland c. concrete	J	1-22'	16.51	Sand asphalt stabilized shdrs.	D	2-5'							
AA - 205 X	- A A	Maple Ave. - Old Annapolis Rd. to Hammonds Ferry Rd.	Portland c. concrete	J	18'	0.88	Sand asphalt stabilized shdrs.	D	2-8'							
A - 257 X	- A A	Newent Road Brooklyn to Pumphrey	Portland c. concrete	J	16'	1.02	Sand asphalt stabilized shdrs.	D	2-4.5'							
AA - 257 X	- A A	New cut Road, Brooklyn to Pumphrey	Portland c. concrete	J	15'	1.00	Sand asphalt stabilized shdrs.	D	2-4.5'							
P - 433 X	- A A US 301	Upper Marlboro to T.B.	Portland c. concrete	J	15'	6.03	Sand asphalt stabilized shdrs.	D	2-5.5'	THESE OPERATIONS ARE MERELY STABILIZATION OF THE EXISTING SHOULDERS AND ARE NOT CONSIDERED AS WIDENING. THEY ARE SHOWN ON THIS FORM MERELY FOR THE CONVENIENCE OF THIS OFFICE AND ARE NOT REFLECTED IN THE TOTALS						
SPA	- Hor	Columbia Pike to downtown	Portland c. concrete	J	15'	1.57	Sand asphalt stabilized shdrs.	D	2-5'							
SPA	- Hor	Columbia Pike to downtown	Portland c. concrete	J	16'	0.07	Sand asphalt stabilized shdrs.	D	2-5'							
SPA	- Hor	Little Gunpowder Falls to Hims	Amiesite	I	30	1.00	Mixed bituminous stab. shdrs.	D	2-8'							
SPA	- Hor	Little Gunpowder Falls and Hims	Portland c. concrete	J	30	0.50	Mixed bituminous stab. shdrs.	D	2-8'							
SPA	- Hor	Hims to Winters Run	Portland c. concrete	J	30	1.00	Mixed bituminous stab. shdrs.	D	2-8'							
SPA	- M	Pioneer Ave. Hilgs Ave. - Franklin Ave.	Portland c. concrete	J	16	0.83	Mixed bituminous stab. shdrs.	D	2-3.5'							3557
STATE FORCES	- M	Stemmet - Catonsville	Mixed bituminous	G	12	3.00	Mixed bituminous shoulders	D	2-6'	B	24			24	3.00	
SPA	- B	4900 blk. of Wilkens Ave.	Bituminous penetration	H	30	0.09	Bituminous penetration shdrs. 2-18' P.C.C. Conb. curb & gutters	H	2-5'	H	46			46	0.09	
STATE FORCES	- P	Rolling Rd. to Catonsville	14' Bituminous penetration 2-3' Portland c. conc. shdrs.	H	26	0.35	Bituminous penetration shdrs.	H	2-3'	H	26			26	0.35	
" "	- M	Georgia Ave. to 0.10 mi. east	Bituminous penetration	H	10	0.10	Bituminous penetration shdrs.	H	2-10'	H	30			30	0.10	
SPA	W - W50	Main St. in New Market	14' bituminous penetration 2-3' Portland c. conc. shdrs.	H	20	0.81	Bituminous penetration shdrs.	H	2-10'	H	40			40	0.81	
STATE FORCES	- M	Four Corners to 0.70 miles south of White Oak	15' Amiesite 2-3' Portland c. conc. shdrs.	I	21	0.70	Bituminous penetration shdrs.	H	2-3'	I	21	H	6	27	0.70	
STATE FORCES	- M	Four Corners to 0.70 miles south of White Oak	15' Bituminous concrete 2-3' Portland c. conc. shdrs.	I	21	0.62	Bituminous penetration shdrs.	H	2-3'	I	21	H	6	27	0.62	
" "	- B	York Rd. bet. Stone	Portland c. concrete	J	16	0.97	Bituminous penetration shdrs.	H	2-2'	J	16	H	4	20	0.97	
" "	- C -	Thru Cockiton	Portland c. concrete	J	17	0.10	Bituminous penetration shdrs.	H	1-7'	J	17	H	7	24	0.10	
SPA	- B	Oakland - Hutton	Portland c. concrete	J	15	2.00	Bituminous penetration shdrs.	H	2-3.5'	J	15	H	7	22	2.00	
STATE FORCES	- Ce	Thru Cockiton	Mixed bituminous 14' Bituminous penetration	G	18	0.20	Bituminous penetration shdrs.	H	1-10'	H	28			28	0.20	
SPA	- B	Patapsco bet. Catonsville	2-3' Portland c. conc. shdrs. 14' Bituminous concrete	H	26	0.10	Portland c. concrete shdrs.	J	1-20	H	46			46	0.10	
AA - 248 X	MD 177 A A	Lipins Corner bet. Gibson Island	2-3' Portland c. conc. shdrs.	I	18	1.13	Bituminous surf. tr. shdrs.	F	2-4'	H	26			26	1.13	
SPA	- G	Ferndale to Meyers Ridge	Amiesite	I	23	0.10	Bituminous penetration shdrs.	H	2-5'	B	33			33	0.10	
SPA	- H	Edgewood Rd.	16' Amiesite 2-3' Portland c. conc. shdrs.	I	24	1.51	Portland c. conc. shdrs.	J	2-6'	H	30			32	1.51	
" 248 X	MD 177 L	Lipins Corner to Gibson Island	Portland c. conc. shdrs.	J	18	0.83	Bituminous surf. tr. shdrs.	F	2-4'	H	26			26	0.83	

U. S. GOVERNMENT PRINTING OFFICE 5—12[illegible]

Form SM-2
(1938)

FEDERAL WORKS AGENCY
UNITED STATES DEPARTMENT OF AGRICULTURE
PUBLIC ROADS ADMINISTRATION
BUREAU OF PUBLIC ROADS

DUPLICATE

Sheet 2 of 2

PROJECT RECORD OF ROAD WIDENING

STATE OF MARYLAND

PRIMARY STATE HIGHWAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1940.

Project No. State	Project No. Federal	Location	Road Before Widening: Type of road Description	Road Before Widening: Type of road Type symbol	Road Before Widening: Width in feet	Road Before Widening: Length in miles	Widening Operation: Type of widening laid Description	Widening Operation: Type of widening laid Type symbol	Widening Operation: Width in feet	Road After Widening: Road types (if single type use only cols. 11 and 12) Type symbol	Road After Widening: Width in feet	Road After Widening: Type symbol	Road After Widening: Width in feet	Road After Widening: Total width in feet	Road After Widening: Length in miles	Net Miles Abandoned (7—16)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
AA - 260 X	- MD 113	Rock Creek to Fort Snelling	Portland c. concrete	J	20	3.55	Bituminous surf. tr. mbrs.	F	2-4'	M	36			36	3.55	
AA - 227 X	- MD 113	Baltimore City Line to Formans Corner	Portland c. concrete	J	15	1.17	Bituminous surf. tr. mbrs.	F	2-10'	M	35			35	1.17	
AA - 227 X	- MD 113	Formans Corner Ext. Rock Creek	Portland c. concrete	J	18	2.96	Bituminous surf. tr. mbrs.	F	2-5'	M	28			28	2.96	
AA - 260 X	- MD 113	Formans Corner to Rock Creek	Portland c. concrete	J	20	1.10	Bituminous surf. tr. mbrs.	F	2-5'	M	30			30	1.10	
AA - 277 X	-	Hammonds Ferry Rd. - Balto. Co. Line - Shipley	Portland c. concrete	J	16	2.33	Bituminous surf. tr. mbrs.	F	2-6'	M	32			32	2.33	
AA - 251 X	MA - 121	Bay Ridge Rd. City limits Annapolis Ext. Bay Ridge Church St. -	Portland c. concrete	J	15	0.40	Bituminous surf. tr. mbrs.	F	2-10'	M	35			35	0.40	
NPA	MD. 134A	Ritchie Hgwy.-Balto. City Li.	Portland c. concrete	J	15	0.93	Bituminous surf. tr. mbrs.	F	2-10'	M	35			35	0.93	
STATE FORCES	MA - 124	Waltham - Severn	Portland c. concrete	J	14	2.06	Bituminous surf. tr. mbrs.	F	2-10'	M	34			34	2.06	
STATE FORCES	MA - 554	Severn to Fort Meade	Portland c. concrete	J	14	1.65	Bituminous surf. tr. mbrs.	F	2-10'	M	34			34	1.65	
NPA	- W 1	Phillips Siding - Frenchburg	Portland c. concrete	J	17	4.70	Asphalt Chip mbrs.	F	2-4'	M	25			25	4.70	
NPA	- W 1	Salisbury - Worcester Co. Line	Portland c. concrete	J	15	5.63	Asphalt Chip mbrs.	F	2-4'	M	23			23	5.63	
NPA	- W 1	Wicomico Co. Line-Long Ridge	Portland c. concrete	J	15	1.74	Asphalt Chip mbrs.	F	2-4'	M	23			23	1.74	
NPA	- W 1	Long Ridge - Millville	Portland c. concrete	J	16	1.94	Asphalt Chip mbrs.	F	2-4'	M	24			24	1.94	
NPA	- W 1	Millville - Pocomoke River	Portland c. concrete	J	15	5.68	Asphalt Chip mbrs.	F	2-4'	M	23			23	5.68	
NPA	- Ca	Fair Hill - Appleton	Portland c. concrete	J	16	2.93	Bituminous penetration mbrs.	H	2-5'	M	26			26	2.93	
NPA	- Ca	Appleton - Delaware Line	Portland c. concrete	J	15	1.40	Bituminous penetration mbrs.	H	2-5'	M	25			25	1.40	
STATE FORCES	- M	School in Bethesda Blvd. Connecticut Ave.	Portland c. concrete	J	20	0.40	Bituminous penetration mbrs.	H	2-10'	M	40			40	0.40	
STATE FORCES	- M	16th Street Extended East. Seat Hgwy. - D.C. Line	Portland c. concrete	J	40	0.17	Amiesite shoulders	I	2-10'	M	60			60	0.17	
STATE FORCES	- M	Colesville Rd. Extended Silver Spring to D.C.Line	Portland c. concrete	J	40	0.09	Amiesite shoulders	I	2-10'	M	60			60	0.09	
STATE FORCES	- M	Colesville Rd. Extended Silver Spring to D.C.Line	Portland c. concrete	J	30	0.41	Amiesite shoulders	I	2-10'	M	58			58	0.41	
STATE FORCES	- M	16th Street to Colesville Road Extended	Portland c. concrete	J	20	0.30	Amiesite shoulders	I	2-10'	M	40			40	0.30	
															41.54	

U. S. GOVERNMENT PRINTING OFFICE 8—12006

Form SM-3
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
FEDERAL WORKS AGENCY
BUREAU OF PUBLIC ROADS
PUBLIC ROADS ADMINISTRATION

(DUPLICATE)

RECORD OF ROAD MILEAGE TRANSFERRED

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19[illegible]

(Indicate above the highway system (or other system) reported on this form)

MILEAGE ADDED FROM OTHER SYSTEMS

System from which transferred	Location	Type of road: Description	Type of road: Type symbol	Width in feet	Length in miles
(1)	(2)	(3)	(4)	(5)	(6)
COUNTY	Lingo Corner-Westover Rd. to Powell's Mark	Graded and drained earth	C	20	2.30
COUNTY W O	Bishop to Whitesville	Graded and drained earth	C	20	0.80
COUNTY W O	Ocean City Rd.-Lewis' Store	Graded and drained earth	C	20	2.34
COUNTY M	Lyttletts to Frederick County Line	Graded and drained earth	C	16	1.75
COUNTY M	Montgomery Co. line to Ten Mile - Hyattstown Rd.	Graded and drained earth	C	16	0.60
COUNTY [illegible]	Catonsville Store to Harrisons Store	Gravel	C	20	0.95
COUNTY DOR	Viamto - Todsville	Gravel	C	16	2.00
COUNTY Kent	Gibsons Lane	Gravel	C	16	1.50
COUNTY SOM-WIC	Princess Anne Rd.-Mt. Vernon	Shell	C	20	0.90
COUNTY SOM	Crewille to Turner	Gravel	C	10	1.20
COUNTY K	New Mills-Rd. to Magnolia	Gravel	C	16	1.00
COUNTY W	Dry Mix - Dearfoss	Stone	C	12	1.20
COUNTY DOR	Girdletree to Taylor Island Landing	Bituminous surface treated	F	20	1.3
COUNTY K	New Mills-Rd. to Magnolia	Mixed Bituminous	F-G	16	0.30
NATIONAL ROAD W	Boundary Line-Hagerstown	Macadam	I	33	0.17

MILEAGE TRANSFERRED TO OTHER SYSTEMS

System to which transferred	Location	Type of road: Description	Type of road: Type symbol	Width in feet	Length in miles
(7)	(8)	(9)	(10)	(11)	(12)

8—12007

Form SM-4
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

HIGHWAY MILEAGE ANALYSIS SCHEDULE

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

STATE OF RUTLAND

FOR YEAR ENDED DECEMBER 31, 1940

TYPE OF ROAD EXISTING OR BUILT	EXISTING MILEAGE AT BEGINNING OF YEAR	CHANGES IN SYSTEM OTHER THAN CONSTRUCTION				ACCOUNTING TABLE OF CONSTRUCTION CHANGES																			NET TOTAL CHANGE IN MILEAGE (5+25)	EXISTING MILEAGE AT END OF YEAR (1+26)	TYPE OF ROAD (symbol)
		Revisions due to resurvey or former error (+ or −)	Mileage transfers		Net changes other than construction (2+3−4)	Type of road replaced or abandoned													Summary of construction changes							
			Additions from other systems	Transfers to other systems		Built on new location	A Primitive	B Unimproved	C Graded and drained	D Soil-surfaced	E Gravel or stone	F Bituminous surface-treated	G Mixed bituminous	H Bituminous penetration	I Bituminous concrete and sheet asphalt	J Portland cement concrete	K Brick	L Block	M Dual-type	Mileage built during year: On earth roads or new location	Mileage built during year: New types replacing old surface	Mileage built during year: Reconstruction to same type	Mileage built during year: Total	Mileage of former types replaced	Net mileage change due to construction (23−24)			
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
Road abandoned	**	**	**	**	**	**														**	**	**	( )	**	**	**	**	Abandoned.
A. Primitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					A.
B. Unimproved						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					B.
C. Grade and drained			2.01 ✓		+ 2.01																			+ 2.01	- 2.01			C.
D. Soil-surfaced	29.46																							1.06	- 1.06 ✓	- 1.06 ✓	28.40	D.
E. Gravel or stone	41.86	- 4.71	2.00 ✓		+ 15.29				0.24 ✓		2.31 ✓									2.31 ✓		2.31 ✓	4.62	21.91	- 17.31 ✓	- 2.02 ✓	39.84	E.
F. Bituminous surface-treated	780.35		1.03 ✓		+ 1.03	0.38 ✓			5.70 ✓	1.06 ✓	13.23 ✓	0.15 ✓								6.88 ✓	14.55 ✓	6.13 ✓	27.56	6.15	+21.41	-22.38 ✓	804.65	F.
G. Mixed bituminous	613.29		0.38 ✓		+ 0.38				2.37 ✓		5.70 ✓		0.38 ✓							2.37 ✓	5.70 ✓	0.38 ✓	8.45 ✓	11.36	- 2.91 ✓	- 1.53 ✓	611.40	G.
H. Bituminous penetration	810.81	- 1.17			- 1.17						1.37 ✓		0.23 ✓							1.22 ✓	1.37 ✓		2.59	0.19 ✓	+ 1.18 ✓	- 0.05 ✓	810.76	H.
I. Bituminous concrete and sheet asphalt	809.36	- 5.00 ✓	0.19 ✓		- 5.19								10.30 ✓			10.65 ✓				21.09 ✓			21.09 ✓	2.77 ✓	+18.32 ✓	+14.65 ✓	795.81	I.
J. Portland cement concrete	1,589.62	- 33.30 ✓			- 33.30 ✓	5.26 ✓														5.26 ✓			5.26 ✓	61.32 ✓	-56.06 ✓	-50.80 ✓	1,538.82	J.
K. Brick																												K.
L. Block																												L.
M. Dual-type	33.39	+ 33.81 ✓			+ 33.81 ✓								0.38 ✓	0.19 ✓	2.77 ✓	30.37 ✓					53.44 ✓		53.44 ✓		+53.44 ✓	+33.63 ✓	136.75 ✓	M.
TOTALS	4,131.97	+ 6.64 ✓	30.63 ✓		+ 37.33 ✓	(5.64 ✓			8.31 ✓	1.06 ✓	38.16 ✓	0.15 ✓	11.36 ✓	0.19 ✓	2.77 ✓	61.39 ✓				16.63 ✓	36.38 ✓	9.44 ✓	116.47 ✓	108.67 ✓	+ 7.64 ✓	+31.97 ✓	4,185.66 ✓	TOTALS.

U. S. GOVERNMENT PRINTING OFFICE 8—12005

3,436.66

4,004.31

Form SM-5
(1938)

DUPLICATE

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

SUMMARY OF STATE HIGHWAY MILEAGE EXISTING

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1940

TYPE OF ROAD	RURAL ROADS UNDER STATE CONTROL					URBAN EXTENSIONS OF STATE HIGHWAY SYSTEM			TOTAL DESIGNATED STATE HIGHWAY SYSTEM	TOTAL ROADS AND STREETS REPORTED
	Primary State highway system	Secondary State highway system	State-aid system	County or local roads under State control	Total	On designated State highway system	Connecting streets not on designated system	Total		(5+8)
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
A. Primitive										
B. Unimproved										
C. Graded and drained										
D. Soil-surfaced	23.40				23.40		0.02	0.02	23.40	23.42
E. Gravel or stone	37.33				37.33	0.30		0.30	30.23	30.23
F. Bituminous surface-treated	604.65				604.65	2.05		2.05	606.70	606.70
G. Mixed bituminous	610.40				610.40	3.57	0.42	3.99	627.57	628.39
H. Bituminous penetration	848.96				848.96	15.44	26.43	41.87	864.40	890.83
I. Bituminous concrete and sheet asphalt	295.01				295.01	11.61	60.40	72.03	306.62	367.04
J. Portland cement concrete	1,969.96				1,969.96	34.38	1.93	36.31	1,604.34	1,606.27
K. Brick						1.72	6.83	8.55	1.72	8.55
L. Block							1.11	1.11		1.11
M. Dual-type	106.75				106.75	3.30	2.79	6.09	132.05	135.04
TOTAL	4,125.06				4,125.06	100.57	99.93	200.50	4,225.63	4,325.50

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Form SM-6
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

(DUPLICATE)

SUMMARY OF STATE HIGHWAY MILEAGE BUILT

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19--41.

TYPE OF ROAD BUILT	ON RURAL ROADS UNDER STATE CONTROL					ON URBAN EXTENSIONS OF STATE HIGHWAY SYSTEM				TOTAL MILEAGE BUILT ON DESIGNATED STATE HIGHWAY SYSTEM	OTHER MILEAGE BUILT BY STATE HIGHWAY DEPARTMENT (SPECIFY)		TOTAL REPORTED
	Primary State highway system	Secondary State highway system	State-aid system	County or local roads under State control	Total	On designated State highway system	On connecting streets not on designated system: By State highway department	On connecting streets not on designated system: By city authorities	Total				
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
C. Graded and drained													
D. Soil-surfaced													
E. Gravel or stone	5.25				5.25					5.25			5.25
F. Bituminous surface-treated	21.22				21.22					21.22			21.22
G. Mixed bituminous	9.05				9.05	0.92			0.92	9.97			9.97
H. Bituminous penetration	1.22				1.22	0.47			0.47	1.69			1.69
I. Bituminous concrete and sheet asphalt	21.03				21.03	0.10			0.10	21.13			21.13
J. Portland cement concrete	5.26				5.26	2.29			2.29	7.55			7.55
K. Brick													
L. Block													
M. Dual-type	53.44				53.44					53.44			53.44
TOTAL	116.47				116.47	3.78	Not Available	Not Available	3.78	120.25	None	None	120.25

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Form SM-7
(1938)

DUPLICATE

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

STATE OF MARYLAND

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1940

TYPE OF ROAD	TOTAL EXISTING MILEAGE	ENTER BELOW THE NUMBER OF MILES OF EACH TYPE HAVING THE FOLLOWING WIDTHS IN FEET																	
		Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and over
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
A. Primitive																			
B. Unimproved																			
C. Graded and drained																			
D. Soil-surfaced	23.40			20.61		2.79													
E. Gravel or stone	37.93	0.42	2.17	25.50		5.97				3.88				0.69					
F. Bituminous surface-treated	604.69		21.31	548.73	24.55	5.46			1.91				0.15	0.13		0.25			
G. Mixed bituminous	618.40	4.30	238.56	286.48	36.61	30.86	13.50	3.88	1.14				0.15	0.30					
H. Bituminous penetration	848.96	8.67	114.91	218.05	42.30	526.27	40.42	96.75	1.43	1.70		1.66	0.25	1.36			0.61		
I. Bituminous concrete and sheet asphalt	2,75.01		13.84	27.47	52.16	131.33	31.48	86.97	1.40	5.81	0.57	2.52	0.13	15.18		0.33			1.86
J. Portland cement concrete	1,569.96	31.05	360.81	249.53	144.61	172.31	56.53	16.44	2.05	10.67		1.19	1.33	34.65	3.50	4.46	0.47		
K. Brick																			
L. Block																			
M. Dual-type	106.75				4.60		0.79	39.76	5.16	21.56	0.10	6.32	7.71	11.01	0.38	0.10		0.41	0.75
TOTAL	6,125.06	36.43	351.60	1,306.45	205.06	709.45	146.74	142.48	12.19	46.31	0.67	12.39	9.78	36.79	4.38	5.16	1.08	0.41	2.61

U. S. GOVERNMENT PRINTING OFFICE 8—12013

O.K. O.K O.K O.K O.K O.K 1.08 O.K O.K O.K

Form SM-8
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICA

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1940.

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

DUAL-TYPE ROADS						DIVIDED HIGHWAYS								
Road types and widths				Total width in feet	Length in miles	Types and widths of divided roadways						Total surfaced width in feet	Average width of dividing strips	Length in miles
First type		Second type				First roadway		Second roadway		Third roadway				
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
J	10	F	8' (2-4')	18	4.60	H	12	H	12			38	20	0.41
J	12	J	10'(2-5')	22	0.40	J	20	J	20			40	6.30	7.43
H	12	J	10'(2-5')	22	0.14	J	20	J	20			40	30	11.50
H	12	J	10'(2-5')	22	0.05	J	20	J	20			40	30	12.33
J	15	I	9'(2-4')	23	0.30	J	20	J	20			40	30	3.02
J	15	I	9'(2-4')	23	4.05	J	20	J	20			40	20	0.25
J	15	I	9' (2-4')	23	2.75	H	14-16 2 var.thkns.							
J	15	I	9' (2-4')	23	4.43	J	4-6	H	20			40	24	0.30
H	8	J	15'(2-7.5')	23	0.37	J	20	J	22			42	30	11.71
J	15	F	8' (2-4')	23	5.69	J	20	J	22			42	45	0.03
J	15	F	8' (2-4')	23	1.74	H	14-16 2 var.thkns.							
J	15	F	8' (2-4')	23	5.69	J	4-6	H	22			46	26	0.20
H	9	J	15'(2-7.5')	24	0.38	J	16-24	1-1.5	20-21			Avg.40	20	1.15
J	16	F	8' (2-4')	24	1.94	J	22	J	22			46	40	1.38
J	15	H	9.5	24.5	0.14	I	24	I	24			48	42	0.13
J	17	F	8' (2-4')	25	4.70	J	22	J	24			48	36	0.38
J	15	H	10'(2-5')	25	1.68	J	24	J	26			48	36	0.48
J	15	H	10'(2-5')	25	2.42	J	22	J	24			48	4	0.55
J	15	H	10'(2-5')	25	4.09	I	29	I	32			61	14	1.19
J	16	H	10'(2-5')	26	2.93	H	16 2 var.thkns. avg. 24	J	40			68	12	0.69 (I)
J	15	H	11'(2-5.5')	26	1.58									
I	18	F	9' (2-4')	26	1.13	H	16 2 var.thkns. avg. 34'	J	46			110	12	0.09 (II)
J	18	F	9' (2-4')	26	8.83									
J	16	H	11'(2-5.5')	27	2.00									
J	18	F	10'(2-5')	28	2.96					TOTAL	54.05 MILES			
G	18	H	10	28	0.20	(I) One lane of this divided highway is of dual type (II) construction								
I	20	J	10'(2-5')	30	2.05	(2) " " " " " " " " " " " " (II) "								

U. S. GOVERNMENT PRINTING OFFICE 8—12005

Form SM-8
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19[illegible]

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

DUAL-TYPE ROADS						DIVIDED HIGHWAYS								
Road types and widths				Total width in feet	Length in miles	Types and widths of divided roadways						Total surfaced width in feet	Average width of dividing strips	Length in miles
First type		Second type				First roadway		Second roadway		Third roadway				
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
A	15	F	15'(2-7.5'	30	0.30									
[illegible]	[illegible]	H	10'(2-5')	30	2.16									
I	[illegible]	J	8'(2-4')	30	5.32									
I	12	J	12'2-6')	30	0.72									
H	16	J	16'(2-8')	32	0.32									
J	20	F	10'(2-5')	30	1.10									
J	16	F	16'(2-8')	32	8.32									
I	24	J	8'(2-4')	32	1.54									
J	22	H	10'(2-5')	32	3.52									
I	28	J	10'	32	0.56									
I	20	H	10'(2-5')	30	0.10									
J	14	F	20'(2-10')	34	2.06									
J	14	F	20'(2-10')	34	1.65									
I	15	H	19(2-9.5')	34	0.32									
J	16	F	18'(2-9)'	34	0.39									
J	15	F	20'(2-10')	35	1.17									
J	15	F	20 (2-10')	35	0.49									
J	15	F	20'(2-10')	35	0.93									
J	20	F	16'(2-8')	36	3.35									
I	16	J	20'(2-10')	36	2.26									
J	16	H	20'(2-10')	36	0.40									
I	17	J	22'(2-11')	39	0.39									
I	20	J	20'(2-10')	40	6.24									
J	22	H	18	40	0.32									
H	15	J	25'(2-12.5)	40	0.63									
I	20	J	20'(2-10')	40	0.60									
I	20	J	20'(2-10')	40	1.26									

U. S. GOVERNMENT PRINTING OFFICE 8—12008

Form SM-8
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19[illegible]

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

DUAL-TYPE ROADS						DIVIDED HIGHWAYS								
Road types and widths				Total width in feet	Length in miles	Types and widths of divided roadways						Total surfaced width in feet	Average width of dividing strips	Length in miles
First type		Second type				First roadway		Second roadway		Third roadway				
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
1	20	J	20'(2-10')	40	0.37									
1	20	J	20'(2-10')	40	5.23									
1	20	J	20'(2-10')	40	1.57									
J	20	M	20'(2-10')	40	0.40									
J	20	1	20'(2-10')	40	0.30									
1	22	J	22(2-11')	44	0.08									
M	20	J	20'	40	0.10									
J	20	1	20'(2-10')	50	0.41									
J	20	1	20'(2-10')	60	0.47									
J	20	1	20'(2-10')	60	0.09									
M	16	J	2 var.widths avg.24'	30	0.40(1)									
M	16	J	2 var.widths avg.54'	110	0.09(2)									
		TOTAL	126.75	MILES										

(1) One lane of this divided highway is of dual type (M) construction.
(2) " " " " " " " " " " (M) "

U. S. GOVERNMENT PRINTING OFFICE 8—12008

Form SM-1
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1940.

URBAN EXTENSIONS DESIGNATED STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

Project No.		Location	Road Replaced				Road Built				Net Miles Abandoned (7−11)
			Type of road				Type of road				
State	Federal		Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Length in miles	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
H-218-3	-	Union Ave. in Havre de Grace-Old Brg.Approach to Otsego St.	Bituminous surface treated	F	15	0.05	Mixed bituminous	G	68	0.05	
H - 218 - 3	-	Otsego St. in Havre de Grace Union Ave. to New Phila. Rd.	Bituminous surface treated	F	15	0.50	Mixed bituminous	G	30	0.50	
H - 218 -3	-	Ohio St. in Havre de Grace Aldino Rd.to New Phila. Rd.	Bituminous surface treated	F	15	0.37	Mixed bituminous	G	24	0.37	
H - 249	-	Bond Street Belair- Balto. Pike - Gordon Street	18' Bituminous penetration 2-3' Portland c.conc.shdrs.	H	24	0.47	Bituminous penetration	H	40	0.47	
H - 260	-	Main St. Belair Gordon St.-Broadway	Bituminous penetration	H	24	0.10	Amiesite	I	40	0.10	
H - 218	-	Thru Havre de Grace to Susquehanna River Bridge	New location	-	-	-	2-24' Portland c. conc. lanes 38' park area	J	48	1.68	
H - 232	PWA 1199-1-F	Thru Havre de Grace to Susquehanna River Bridge	New location	-	-	-	2-24' Portland c.conc. lanes 38' park area	J	48	0.17	
H - 232	PWA 1199-1-F	Toll Plaza for Susquehanna River Bridge	New location	-	-	-	Portland c. concrete	J	46	0.20	
H - 232	PWA 1199-1-F	Toll Plaza twd. Elkton	New location	-	-	-	2.24' Portland c. conc. lanes 38' park area	J	48	0.08	
D - 120	WPMS-437	In Cambridge paving over Cambridge Cr. Bridge	New location	-	-	-	Portland c.concrete	J	26	0.06	
D - 120	WPMS -437	In Cambridge on Maryland Ave. P.R.R. to Cambridge Cr.Bridge	Bituminous penetration	H	25'	0.04	Portland c. concrete	J	24	0.04	
D - 120	WPMS - 437	In Cambridge Market St., Cambridge Cr.Br.to Muse St.	Brick	K	30	0.06	Portland c. concrete	J	24	0.06	

U. S. GOVERNMENT PRINTING OFFICE 8—12009

Form SM-2
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

PROJECT RECORD OF ROAD WIDENING

STATE OF MARYLAND

URBAN EXTENSIONS OF DESIGNATED STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1940.

Project No.		Location	Road Before Widening				Widening Operation			Road After Widening						Net Miles Abandoned
			Type of road		Width in feet	Length in miles	Type of widening laid		Width in feet	Road types (if single type use only cols. 11 and 12)				Total width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol		Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
STATE FUNDS	-	Flower Ave. Carroll to Sligo Ave.	Portland c. concrete	J	21	0.98	Bituminous penetration shire.	H	8-4.5'	THIS OPERATION IS MERELY STABILIZATION OF THE EXISTING SHOULDERS AND IS NOT CONSIDERED AS WIDENING. IT IS SHOWN ON THIS FORM FOR THE CONVENIENCE OF THIS OFFICE AND IS NOT REFLECTED IN THE TOTALS.						

U. S. GOVERNMENT PRINTING OFFICE 8—12006

Form SM-3
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

(DUPLICATE)

RECORD OF ROAD MILEAGE TRANSFERRED

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19 40.

(Indicate above the subdivision of State highway system for other system) reported on this form)

Mileage Added From Other Systems						Mileage Transferred to Other Systems					
System from which transferred	Location	Type of road		Width in feet	Length in miles	System to which transferred	Location	Type of road		Width in feet	Length in miles
		Description	Type symbol					Description	Type symbol		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
MUNICIPAL	Union Ave. in Havre de Grace Old Br. Approach to Otsego St.	Bituminous surface treated	F	15	0.05	MUNICIPAL	Broadway, End and 4th Sts. in Grinfield	Portland c. concrete	J	18	0.40
MUNICIPAL	Otsego St. in Havre de Grace Union Ave. to New Phila. Rd.	Bituminous surface treated	F	15	0.30						
MUNICIPAL	Ohio St. in Havre de Grace Aldino Rd. to New Phila. Rd.	Bituminous surface treated	F	15	0.37						
MUNICIPAL	Maryland Ave. Southbridge Dorchester Ave. to Sunburst Ave.	Bituminous penetration	H	Avg. 22 25-30	0.43						
					.101						

8—12007

Form SM-4
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

HIGHWAY MILEAGE ANALYSIS SCHEDULE

STATE OF MARYLAND

URBAN EXTENSIONS DESIGNATED STATE HIGHWAY STATION
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1940

Type of Road Existing or Built	Existing Mileage at Beginning of Year	Changes in System Other Than Construction				Accounting Table of Construction Changes																				
							Type of road replaced or abandoned												Summary of construction changes							
																			Mileage built during year						Net Total Change in Mileage (5+25)	Existing Mileage at End of Year (1+26)	Type of Road (symbol)
		Revisions due to resurvey or former error (+ or −)	Mileage transfers		Net changes other than construction (2+3−4)	Built on new location	A Primitive	B Unimproved	C Graded and drained	D Soil-surfaced	E Gravel or stone	F Bituminous surface-treated	G Mixed bituminous	H Bituminous penetration	I Bituminous concrete and sheet asphalt	J Portland cement concrete	K Brick	L Block	M Dual-type	On earth roads or new location	New types replacing old surface	Reconstruction to same type	Total	Mileage of former types replaced	Net mileage change due to construction (23−24)			
			Additions from other systems	Transfers to other systems																							
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
Road abandoned	**	**	**	**	**	**														**	**	**	( )	**	**	**	**	Abandoned.
A. Primitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					A.
B. Unimproved						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					B.
C. Grade and drained																												C.
D. Soil-surfaced																												D.
E. Gravel or stone	0.38																										0.38	E.
F. Bituminous surface-treated	2.05		0.32		+0.32																		0.32	-0.32	0.00	2.05	F.
G. Mixed bituminous	0.65											0.32									0.32		0.32	+0.32	+0.32	9.57	G.
H. Bituminous penetration	15.02	+0.47	0.09		+0.56									0.47								0.47	0.61	-0.14	+0.42	15.44	H.
I. Bituminous concrete and sheet asphalt	12.30	-0.00			-0.00									0.10							0.10			+0.10	-0.10	11.61	I.
J. Portland cement concrete	52.39	-1.44		0.02	-1.46	2.19								0.01			0.06			2.19	0.10		2.29	+2.29	+0.45	54.39	J.
K. Brick	1.78																							0.06	-0.06	1.72	K.
L. Block																												L.
M. Dual-type	3.18	+0.32			+0.32																				+2.32	5.50	M.
Totals	97.30	+0.47	1.01	0.02	+1.00	(2.19)						0.32		0.61			0.06			2.19	1.12	0.47	3.78	1.59	+2.19	+3.47	100.57	Totals.

2.19
2.19
0

U. S. GOVERNMENT PRINTING OFFICE 8—12005

Form SM-7
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

URBAN EXTENSIONS OF DESIGNATED STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1940.

TYPE OF ROAD	TOTAL EXISTING MILEAGE	ENTER BELOW THE NUMBER OF MILES OF EACH TYPE HAVING THE FOLLOWING WIDTHS IN FEET																	
		Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and over
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
A. Primitive																			
B. Unimproved																			
C. Graded and drained																			
D. Soil-surfaced																			
E. Gravel or stone	0.30			0.30															
F. Bituminous surface-treated	2.05		0.26	1.93		0.86													
G. Mixed bituminous	9.57		2.04	3.78	0.93	0.90		0.37	0.47	0.57		0.44	0.40	0.60					0.05
H. Bituminous penetration	15.44		0.33	1.94	0.90	7.87	0.68	3.35	0.48					0.85					
I. Bituminous concrete and sheet asphalt	11.61		1.26	0.85		2.95	0.17	0.75	0.47	3.30		0.15	0.79	0.84				0.84	0.84
J. Portland cement concrete	51.38		13.10	5.23	7.84	9.86	0.29	4.79	3.60	3.01	1.50	0.31	0.90	1.79		2.31	0.84	0.61	
K. Brick	1.72					0.39		0.20	0.37	0.08		0.63	0.05						
L. Block																			
M. Dual-type	5.38							2.31				0.63		1.40			0.60		0.47
TOTAL	100.57		16.99	13.65	9.27	20.31	1.86	11.78	5.39	6.96	1.50	2.16	2.14	5.56		2.31	0.64	0.65	0.56

U. S. GOVERNMENT PRINTING OFFICE 8—12013

Form SM-8
(1938)

UNITED STATES DEPARTMENT OF AGRI[illegible]LTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

STATE OF MARYLAND.

FOR YEAR ENDED DECEMBER 31, 1940.

URBAN EXTENSIONS OF DESIGNATED STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

DUAL-TYPE ROADS

Road types and widths				Total width in feet	Length in miles
First type		Second type			
Type symbol	Width in feet	Type symbol	Width in feet		
(1)	(2)	3)	(4)	(5)	(6)
J	15	I	8'(2-4')	23	1.05
I	15	J	9'(2-4.5')	24	0.26
I	15	J	9'(2-4.5')	24	0.62
J	17	B	8'(2-4')	25	0.39
G	18	J	16'(2-8')	34	0.19
J	16	F	18'(2-9')	34	0.44
I	20	J	20'(2-10')	40	1.04
I	20	J	20'(2-10')	40	0.14
I	20	J	20'(2-10')	40	0.18
J	20	G	33'(2-16.5')	53	0.60
I	15	J	VAR. WIDTH 67 - 69	82 - 84	0.47
	TOTAL	5.50 MILES			

DIVIDED HIGHWAYS

Types and widths of divided roadways						Total surfaced width in feet	Average width of dividing strips	Length in miles
First roadway		Second roadway		Third roadway				
Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
J	20	J	20			40	30	0.09
J	20	J	20			40	30	0.40
J	24	J	24			48	30	1.60
J	24	J	24			48	30	0.17
J	24	J	24			48	30	0.88
I	29	I	29			58	11	0.04
					TOTAL	3.14 MILES		

Form SM-1
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF MARYLAND

PRIMARY STATE HIGHWAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1939

Project No.		Location	Road Replaced				Road Built				Net Miles Abandoned (7—11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
M-211-1	-	Wedonne tnd. Penna. Line	Graded and drained earth	C	10	0.6	Screenings Surface Course	D	16	0.6	
M-211-1	-	" " " "	Gravel	E	18	1.8	" " "	D	16	1.8	
P-292	-		New Location	-	-	-	Gravel	E	20	0.3	
AA-208	266-B	Telegraph Road	New Location	-	-	-	"	E	20	0.7	
[illegible]-181-1	372-[illegible]	Fredericksburg to Delaware Line	Graded and drained earth	C	12	1.9	"	E	16	1.9	
[illegible]-1	-	MD 50 tnd. Kolbe Corner	" " "	C	10	1.5	"	E	16	1.5	
K-[illegible]-1	FAS-378	Sumner tnd. Benevola	" " "	C	8	0.9	Stone	E	14	0.9	
Ch-178-1	FAS-353-B	Mt. Plegah tnd-Port Tobacco	Gravel	E	12	1.7	Gravel	E	16	1.7	
Ce-102-1	372-[illegible]	Fredericksburg to Delaware Line	"	E	12	2.1	"	E	16	2.1	
G-130-1	-	Loch Lynn to Germania	New Location	-	-	[illegible]	4" of crushed stone				
		" " " "	STONE	E	12	0.4	Roller compacted	E	16	1.6	
SM-157-1	-	Beauvue -Valley Lee Rd.	Gravel	E	12	1.6	Gravel	E	20	1.6	
C-109	-	Chesapeake Beach to North Beach	Bituminous surface treated	F	16	0.6	"	E	20	0.6	
C-84-2	-	Huntingtown tnd. Prince Frederick	Mixed bituminous	G	16	0.5	"	E	20	0.5	
AA-249X	-	Second Ave. in Brooklyn City Line - Ritchie Hwy.	New Road	-	-	-	Bituminous surface treated	F	40	0.2	
C1-198-1	-	Westminster- Taneytown Rd. tnd Pleasant Valley	Graded and drained earth	C	8	1.0	" " "	F	27	1.0	
C1-196-2	-	Manchester Water Tank tnd. Penna. Line	" " " "	C	12	1.1	Soil cement Bituminous surface treated	F	18	1.1	
[illegible]-8	-	Turners Creek Road	Soil surface	D	15	1.5	Bituminous surface treated	F	15	1.5	
[illegible]-119	-	Quaker Neck Road	Shell	E	12	0.1	" " "	F	15	0.1	
P-348-1	APRS-458	Minnesota Ave. Extended-Eastern Ave. to Addison Chapel Rd.	Gravel	E	16		" " "	F	40	0.13	
P-348-1	APRS-458	Minnesota Ave. Ext.-Eastern Ave. to Addison Chapel Rd.	"	E	16	0.2	" " "	F	20	0.12	
K-119	-	Quaker Neck Road	Bituminous surface treated	F	16	2.2	" " "	F	15	2.2	
Wo-171-2	-	Coastal Highway - Ocean City-Delaware Line	New Road	-	-	-	Sand bituminous road mix	G	22	7.9	
Wi-161-1	12-[illegible]	Nanticoke to Waterview	Unimproved	A	8	0.3	Mixed bituminous	G	16	0.3	
C1-197-1	FAS-1A	Day tnd. Olivet	Graded and drained earth	C	8	1.3	" "	G	16	1.3	
F-309	FAS-2938	Woodsboro to Libertytown	" " " "	C	12	2.7	" "	G	16	2.7	
C1-157-2	-	Hampstead tnd. Mexico	Stabilized earth	D	16	0.5	Bituminous road mix	G	16	0.5	
AA-243-1	-	Owensville-Gladysdale Road to Beale	Gravel	E	16	2.7	5" Bituminous treated stone base course	G	20	0.7	
[illegible]-171-3	APRS-386-[illegible]	North East tnd. Elk Neck	"	E	12	2.2	Mixed bituminous	G	18	2.2	
[illegible]-215-3	405	Swan Creek to Oakington	"	E	14	0.9	" "	G	14	0.9	
H-203-2	-	Havre de Grace tnd. Wesley Chapel	"	E	10	2.2	" "	G	18	2.2	
Ha-180-2	-	Felton to Highland	"	E	14	2.7	" "	G	16	2.7	
K-120-1	-	Rock Hall-Sharp Wharf	Slag	C	20	0.5	" "	G	20	0.5	

U. S. GOVERNMENT PRINTING OFFICE 8—12009

Form SM-1
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF MARYLAND

PRIMARY STATE HIGHWAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 19 39

PROJECT NO.		LOCATION	ROAD REPLACED				ROAD BUILT				NET MILES ABANDONED (7—11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
M-308-2	-	Forest Glen Rd. Georgia Ave.--Sligo Parkway	Gravel	E	14	0.6	Mixed bituminous	G	20	0.6	
P-377	-	Central Ave. Crain Highway to Patuxent River	"	E	20	2.6	Bituminous Road mix surface course	G	20	2.6	
[illegible]-121-1	-	2.38 miles from Millington to McGinnes	"	E	16	1.1	Mixed bituminous	G	16	1.1	
[illegible]-131-1	-	Barclay to Cleves Forke	"	E	16	3.2	" "	G	18	3.2	
[illegible]-161-1	12	Nanticoke to Waterview	Slag and shell	E	14	0.8	" "	G	16	0.8	
[illegible]-192	-	Leonardtown tnd. St. Marys City	Bituminous surface treated	F	18	5.3	" "	G	20	5.3	
M-77-9	-	Metropolitan Ave. Concord St - St. Paul St.	Street in incorporated town	-	-	-	28' mixed bituminous 2-1' concrete shoulders	G	22	0.2	
[illegible]-120-1	FAS-367-A	Centreville tnd. Ruthsburg	Bituminous surface treated	F	15-16	1.5	Mixed bituminous	G	16	1.5	
M-161-1	12-A	Nanticoke to Waterview	" " "	F	14	0.3	" "	G	16	0.3	
C-102-2	456A	Near Port Republic to St. Leonards Creek	Mixed bituminous	G	16	4.9	Bituminous Road Mix	G	22	4.9	
Ch-190	-	Hilltop to Doncaster	" "	G	16	5.0	Bituminous stabilized base course	G	20	5.0	
A-224	FAS-443	Relocation at Morrisons	New location	-	-	-	Bituminous penetration	H	16	0.2	
B-108	FAS-26	Old Hanover Pike to Hanover Pike Reloc. (south Conn.)	" "	-	-	-	" "	H	18	0.06	
B-108	FAS-26	Old Hanover Pike to Hanover Pike reloc. (North Conn.)	" "	-	-	-	" "	H	18	0.05	
B-233-1	FAS-408	Downeville Pike	" "	-	-	-	" "	H	16	0.6	
[illegible]-7-9	-	Bladensburg Rd. Kensington-Wheaton Rd. to Concord St.	Street in incorporated town	-	-	-	20' bituminous penetration 2-4' Mixed bit. shoulders 2-1' P.C. concrete "	H	30	0.05	
[illegible]-68-1	FAS0-388-B	Washington County Line to Foxville	Unimproved	B	8	0.2	Bituminous penetration	H	16	0.2	
C1-219	-	Black Rock Road - Manchester Linebaro Rd. Penna. Line	"	B	10	0.6	" "	H	16	0.6	
F-268-1	FAS0-390-B	Washington County Line to Foxville	Graded and drained earth	C	12	0.3	" "	H	16	0.3	
C1-219	-	Beaver Run Road - Westminster to Beaver Run	" " " "	C	20	1.0	" "	H	16	1.0	
M-206	-	Madonna tnd. Rutledge	" " " "	C	14	2.5	" "	H	16	2.5	
F-268-1	FAS0-390-B	Washington County Line to Foxville	Gravel	E	12	1.2	" "	H	16	1.2	
A-205-1	-	Vale Summit tnd. Midland	Bituminous surface treated	F	17	1.9	" "	H	16	1.8	
M-301-1	-	Martins Gate to New Cut Road	Mixed bituminous	G	15	0.4	" "	H	16	0.4	
B-422X	-	Eastern Ave. tnd. Gilson Pt.	Bituminous penetration	H	18	0.6	18' bituminous road mix 2-2' P.C. concrete shoulders	H	22	0.6	
B-422X	-	" " " "	" "	H	18	0.4	18' bituminous road mix 1-18" conc. curb and gutter	H	21	0.4	
[illegible]-71-4	-	Relocation of Death Curve bet. Funkstown and Boonsboro	14' Bituminous penetration 2-3' concrete shoulders	H	20	0.2	Bituminous penetration	H	22	0.2	
[illegible]-385-1	233-A	Bridge relocation at North Branch Patapsco River	16' bituminous concrete 2-2' concrete shoulders	I	20	0.05	" "	H	20-22	0.05	

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Form SM-1
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF MARYLAND

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1939

Project No. State	Project No. Federal	Location	Road Replaced: Type of road, Description	Road Replaced: Type of road, Type symbol	Road Replaced: Width in feet	Road Replaced: Length in miles	Road Built: Type of road, Description	Road Built: Type of road, Type symbol	Road Built: Width in feet	Road Built: Length in miles	Net Miles Abandoned (7—11)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
S-316	-	Hagerstown to Funkstown	15' Bituminous penetration 2-3' concrete shoulders	H	21	0.60	Amelsite	I	21	0.60	
S-422X	-	Eastern Ave. tod. Silson Pt.	Bituminous penetration	H	18	0.20	Bituminous road mix	I	18	0.20	
F-339	-	Buckeystown Pike tod. Frederick Junction	14' Bituminous penetration 2-3' concrete shoulders	H	20	0.5	Amelsite	I	20	0.5	
[illegible]238	-	Urbana tod. Montgomery County Line	Portland Cement Concrete	J	21	1.1	Amelsite	I	21	1.1	
[illegible]-212	-	Thru Mt. Airy	" " "	J	21-30	0.5	Amelsite	I	21-30	0.5	
S-316	-	Thru Funkstown	" " "	J	22	0.5	Amelsite	I	32	0.5	
B-108	BPRS-26	Butler Rd. to Westminster Pike	" " "	J	16	0.5	37' Amelsite 2-18' conc.curb and gutter	I	40	0.5	
AA-213	167-A	Jones to Severn River Br. (Divided Highway)	New location	-	-	-	Portland Cement Concrete	J	1-20' 1-22' lane	4.8	
AA-199-2	-	Spur at Glenburnie	" "	-	-	-	" " "	J	44	0.1	
AA-200-2	BRPS-434-B	Odenton Grade Elimination Millersville tod. Odenton	" "	-	-	-	" " "	J	22	1.7	
AA-200-2	BRPS-434-B	Odenton Grade Elimination Millersville tod. Odenton	" "	-	-	-	" " "	J	30	0.3	
AA-208	266-B	Telegraph Road	" "	-	-	-	" " "	J	22	0.5	
B-345-1	PRA-435	Edmondson Ave., Extended (Eastbound Lane)	" "	-	-	-	" " "	J	24	1.06	
B-345-1	PRA-435	Edmondson Ave., Extended (divided Highway	" "	-	-	-	" " "	J	48	0.5	
Ho-157	PRA-335	Edmondson Ave. Extended (Eastbound Lane)	" "	-	-	-	" " "	J	24	1.52	
[illegible]-157	PRA-335	Edmondson Ave. Extended (Divided Highway(	" "	-	-	-	" " "	J	48	0.48	
[illegible]-341	-	Paving on Bridge over Patapsco River	" "	-	-	-	" " "	J	50	0.06	
Ho-163	PRA - 335	Edmondson Ave. Extended Patapsco Br. to Pine Orch.	" "	-	-	-	" " "	J	24	3.4	
P-299	BPRS-392-B	Approach to Bellsville Grade Elimination	" "	-	-	-	28' P.C. Concrete 2-2' conc. curb and gutter	J	32	0.3	
P-281-1	[illegible]-344 M650	New Hampshire Ave. D.C. Line and University Lane To East-West Hwy.		-	-	-	Portland Cement Concrete	J	20	0.79	
[illegible]-85-1	98-A	Hopewell-Crisfield	" "	-	-	-	" " "	J	22	2.0	
[illegible]-193	453-B	Approach and Paving Hancock Br.	" "	-	-	-	" " "	J	24	0.7	
[illegible]-193	453-B	West Approach from US 40 to Hancock Bridge	" "	-	-	-	" " "	J	22	0.14	
[illegible]-193	453-B	West Approach from US 40 to Hancock Bridge	" "	-	-	-	" " "	J	24	0.06	
[illegible]-193	453-B	High & Lind Parsonage Alley From US-522 to US 40(East Approach)	Town Street	-	-	-	" " "	J	40	0.21	
[illegible]-193	453-B	High St. from Parsonage Alley to Methodist Church Alley	" "	-	-	-	" " "	J	20	0.07	
[illegible]-184	-	Relocation at Licking Creek	New location	-	-	-	" " "	J	22 - 26	0.5	
[illegible]166-1	-	Luke to Westernport	" "	-	-	-	" " "	J	20	0.62	
										23.71	

U. S. GOVERNMENT PRINTING OFFICE 8—12009

Form SM-1
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF MARYLAND

PRIMARY STATE HIGHWAY SYSTEM

FOR YEAR ENDED DECEMBER 31, 1939

(Indicate above the subdivision of State highway system (or other system) reported on this form)

Project No.		Location	Road Replaced				Road Built				Net Miles Abandoned (7—11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
W-99-1	18-A	Salisbury South limits to Jct. Old US 13	New location	-	-	-	Portland Cement Concrete	J	22	3.3	
B-108-2	BPRS - 26	Glen Norrie Grade Elimination	" "	-	-	-	" " "	J	20	1.4	
Ch-186-1	423-C	Bryantown to St.Marys Co.Line	" "	-	-	-	" " "	J	22	1.6	
[illegible]-195-1	223-B	Approach in Carroll Co. to North Branch Br.	" "	-	-	-	" " "	J	22	1.2	
[illegible]-215-1	-	Middletown to Jefferson	Graded and drained earth	C	18	1.2	" " "	J	16	1.2	
M-286-1	435	Viers Mill Road Rockville thd Wheaton	" " " "	C	16	1.9	" " "	J	22	1.9	
W-182-1	FAS-50-A	Salisbury Nardela Road to Hebron	" " " "	C	16	0.6	" " "	J	20	0.6	
P-236-2	-	Branch Avenue Extended	Stabilized earth	D	20	0.6	" " "	J	22	0.6	
B-113	-	Between Dukes Quarter and Chance	Shell	E	16	0.5	" " "	J	16	0.5	
W-182-1	FAS-50-A	Salisbury Nardela Road to Hebron	Bituminous surface treated	F	12	0.9	" " "	J	20	0.9	
Ce-163-1	BPGS-433 A	Singerly Grade Elimination and approaches	Mixed bituminous	G	18	0.6	" " "	J	22	0.4	
Ch-186-1	423-C	Bryantown to St.Marys Co.Line	" "	G	16-18	2.5	" " "	J	22	2.5	
Ch-173	423-B	Bryantown thd. Waldorf	" "	G	16-18	3.1	" " "	J	22	3.1	
P-299	BPGH-392-B	Approach to Bellevilla Grade Elimination	" "	G	18	0.2	" " "	J	20	0.2	
[illegible]-217	192-B	Relocation at Evitts Creek	15' mixed bituminous 2-3' concrete shoulders	G	21	0.9	" " "	J	22	0.9	
[illegible]28-1	-	Loch Raven Blvd. Hillen Rd. to Taylor Ave.	16' mixed bituminous 2-3' concrete shoulders	G	22	0.5	" " "	J	30	0.5	
[illegible]-208	NRN-197-A	Through Shady Bower	16' bituminous penetration 2-3' concrete shoulders	M	22	0.2	" " "	J	20	0.2	
B-208	NRN-197-A	Through St. Pauls Church	16' bituminous penetration 2-3' concrete shoulders	M	22	0.4	" " "	J	20	0.4	
W-172-1	NRN-171-A	Hoyetts Crossroads thd. Hagerstown	16' bituminous penetration 2-3' concrete shoulders	M	22	1.1	" " "	J	20	1.1	
B-385-1	233-A	Bridge relocation at North Branch Patapsco River	16' bituminous concrete 2-2' concrete shoulders	I	20	0.08	" " "	J	22	0.08	
B-323-3	BPGH-398 B	Elkana Grade Elimination	Portland Cement Concrete	J	40	0.57	" " "	J	40	0.5	
B-431-X	-	Reisterstown Rd. to Mt. Wilson	" " "	J	14	0.10	" " "	J	20	0.1	
Ce-163-1	BPGS-433-B	Singerly Grade Elimination and approaches	" " "	J	15	0.2	" " "	J	24	0.4	
Ce-186	429	Philadelphia Road Relocation US 213- Delaware Line	New location	-	-	-	" " "	J	2-22' lanes	1.6	
H-210	BPGS-394A	Grade Elimination at Edgewood and approaches	Portland Cement Concrete	J	16-18	0.4	" " "	J	30	0.4	
A-200-2	ERN-28	Approach to Shepherdstown Br.	" " "	J	15	0.3	" " "	J	20	0.5	
[illegible]-193	453-B	1.2 miles from Penna. Line to Hancock Bridge	" " "	J	15	0.4	" " "	J	22	0.4	
[illegible]168-B	-	Pennsylvania Line to 1.2 miles thd. US-40	" " "	J	15	1.2	" " "	J	22	1.2	
W-245-1	-	Brookeville Road - Woodbine St. to East-West Hwy.	Mixed bituminous	G	16	0.3	22' conc. - 2-3' Bit. Pen. Shdr. 2-1' conc. curb and gutter	M	40	0.3	
										27.95	

Form SM-1
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

5 of 5

DUPLICATE

PROJECT RECORD OF ROAD CONSTRUCTION

PRIMARY STATE HIGHWAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1939

PROJECT NO.		LOCATION	ROAD REPLACED				ROAD BUILT				NET MILES ABANDONED (7—11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
M-77	NRM-340-A	Thru Kensington - Washington St.- Calvert Pl.	Portland Cement Concrete	J	15	0.10	15' Amelsite 2-3' conc. shoulders	1	21	0.10	✓
M-77	"	Thru Kensington - Calvert Pl. to Baltimore Ave.	" " "	J	15	0.08	Portland Cement Concrete	J	30	0.08	✓
M-77	"	Lincoln Ave. thru Kensington Balto. Ave.--Grade Elim.	New location	-	-	-	" " "	J	36	0.31	✓
M-77	"	Paving over Kensington Grade Elim.	" "	-	-	-	" " "	J	30	0.02	✓
M-77	"	Kensington Grade Elimination to Wheaton	" "	-	-	-	" " "	J	20	0.67	✓
M-77	"	Knowles Ave. - Summit Ave.- Lincoln Ave.	Town street	-	-	-	" " "	J	36	0.16	✓
M-77	"	Connecticut Ave. Lincoln Ave. Garner St.	Portland Cement Concrete	J	15	0.08	" " "	J	30	0.08	✓
M-77	"	Howard Ave. - Connecticut Ave. Detrick Ave.	Bituminous penetration	H	16	0.15	" " "	J	22	0.15	✓
										1.57	

U. S. GOVERNMENT PRINTING OFFICE 8—12009

Form SM-2
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

PROJECT RECORD OF ROAD WIDENING

STATE OF MARYLAND

PRIMARY STATE HIGHWAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1939

Project No.		Location	Road Before Widening				Widening Operation			Road After Widening						Net Miles Abandoned
			Type of road		Width in feet	Length in miles	Type of widening laid		Width in feet	Road types (if single type use only cols. 11 and 12)				Total width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol		Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(7—16) (17)
S- 130 X	-	Stevensville tod.Kent Narrows	Mixed Bituminous	G	15	0.2	3.5' sand asphalt shoulders on each side	D	2-3.5'	G	15	D	7	22	0.2	
State Maint.	-	Denton to Mill Creek	" "	G	15	5.1	3.5' sand asphalt shoulders on each side	D	2 -3.5'	G	15	D	7	22	5.1	
S- 130 X	-	Thru Kent Narrows	Bituminous Pen.	H	16	1.8	3' sand asphalt shoulder on each side	D	2 - 3'	H	16	D	6	22	1.8	
Co.-135 X	-	Denton Hillsboro Rd.to Ridgely	Portland Cement Concrete	J	15	1.4	3.5' sand asphalt shoulder on each side	D	2 - 3.5'	J	15	D	7	22	1.4	
S- 133 X	-	Matapeake-Stevensville	" " "	J	16	3.1	3' sand asphalt shoulder on each side	D	2 - 3'	J	16	D	6	22	3.1	
S- 130 X	-	Stevensville tod.Kent Narrows	" " "	J	15	2.9	3.5' sand asphalt shoulder on each side	D	2 - 3.5'	J	15	D	7	22	2.9	
S- 130 X	-	Stevensville to Kent Narrows	" " "	J	15	0.2	3.5' sand asphalt shoulder on each side	D	2 - 3.5'	J	15	D	7	22	0.2	
S- 130 X	-	Kent Narrows tod. Queenstown	" " "	J	15	3.7	3.5' sand asphalt shoulder on each side	D	2 - 3.5'	J	15	D	7	22	3.7	
S- 144 X	-	Near Queenstown to Rye Mills	" " "	J	16	5.9	3' sand asphalt shoulder on one side	D	1 - 3'	J	16	D	3	19	5.9	
State Maint.	-	Rye Mills to Millsboro	" " "	J	16	7.6	3' sand asphalt shoulder on each side	D	2 - 3'	J	16	D	6	22	7.6	
Co. 132 X	-	Millsboro-Choptank R.	" " "	J	15	5.9	3.5' sand asphalt shoulder on each side	D	2 - 3.5'	J	15	D	7	22	5.9	
P.-373 X	-	Defense Hgwy.-Wells Cor.	" " "	J	15	4.9	4' Emulsified asphalt shoulder on each side	D	2 - 4'	J	15	D	8	23	4.9	
P -373 X	-	Defense Hgwy.-Wells Cor.	" " "	J	18	6.4	3' Emulsified asphalt shoulder on each side	D	2 - 3'	J	18	D	6	24	6.4	
P- 388 X	-	Upper Marlboro - T.B.	" " "	J	15	4.0	4' sand asphalt shoulder on each side	D	2 - 4'	J	15	D	8	23	4.0	
P- 422 X	-	Laurel to Montgomery Co. Line	" " "	J	15	2.75	4' sand asphalt shoulder on each side	D	2 - 4'	J	15	D	8	23	2.75	
P- 389 X	-	Defense Hgwy.-Berwyn	" " "	J	15	4.4	4' sand asphalt shoulder on each side	D	2 - 4'	J	15	D	8	23	4.4	
State Maint.	-	Easton to Pocomoke River Bridge	" " "	J	15	0.7	3' bituminous surface treated shldr. on each side	F	2 - 3'	J	15	F	6	21	0.7	
" "	-	Mt. Holly - Airey	" " "	J	9	2.8	3' bituminous surface treated shldr. on each side	F	2 - 3'	J	9	F	6	15	2.8	
" "	-	Tompkinsville - Rock Point	" " "	J	10	4.6	4' bituminous surface treated shldr. on each side	F	2 - 4'	J	10	F	8	18	4.6	
" "	-	Mt. Rainier to Ager Road	" " "	J	15	0.9	7.5' bituminous surface treated shldr. on each side	F	2 - 7.5'	J	15	F	15	30	0.9	
" "	-	Washington Blvd.to Edmondston Rd.	" " "	J	16	0.8	9' bituminous surface treated shldr. on each side	F	2 - 9'	M	34			34	0.8	
Bi - 136-3	-	College Ave. to North end R.R. siding in Fruitland	" " "	J	20	3.3	5' mixed bituminous shoulder on each side	G	2 - 5'	J	20	G	10	30	3.3	
B - 419 X	- B	Harford Rd. - Baynesville	Amiesite 14' conc. shdrs - 2-3'	I	20	2.2	5' bituminous pen. shoulder on each side	H	2 - 5'	I	20	H	10	30	2.2	
B -425 X	- B	Reisterstown Rd. Woodley Ave.-Hannah More	Amiesite	I	40	0.5	10' bituminous pen. shoulder on one side	H	1 - 10'	M	50			50	0.5	
BPA	- B	Hecker Ave. - Joppa Rd.	Amiesite	I	40	1.0	8' bituminous pen. shoulder on each side	H	2 - 8'	M	56			56	1.0	
BPA	- B	Joppa Rd. - Kingsville	Amiesite	I	30	1.8	8' bituminous pen. shoulder on each side	H	2 - 8'	M	46			46	1.8	
BPA	- B	Joppa Rd. - Kingsville	Amiesite	I	35	0.1	8' bituminous pen. shoulder on each side	H	2 - 8'	M	51			51	0.1	
BPA	- B	Joppa Rd. tod. Little Gunpowder Falls	Amiesite	I	30	3.6	8' bituminous pen. shoulder on each side	H	2 - 8'	M	46			46	3.6	

U. S. GOVERNMENT PRINTING OFFICE S—12006

Form SM-2
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

PROJECT RECORD OF ROAD WIDENING

STATE OF MARYLAND

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 19 3

Project No. State	Project No. Federal	Location	Road Before Widening: Type of road Description	Road Before Widening: Type of road Type symbol	Road Before Widening: Width in feet	Road Before Widening: Length in miles	Widening Operation: Type of widening laid Description	Widening Operation: Type of widening laid Type symbol	Widening Operation: Width in feet	Road After Widening: Road types (if single type use only cols. 11 and 12) Type symbol	Road After Widening: Road types (if single type use only cols. 11 and 12) Width in feet	Road After Widening: Road types (if single type use only cols. 11 and 12) Type symbol	Road After Widening: Road types (if single type use only cols. 11 and 12) Width in feet	Road After Widening: Total width in feet	Road After Widening: Length in miles	Net Miles Abandoned (7—16)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
B- 419K	-	Carney - Belair Rd.	Portland Cement Concrete	J	15	2.4	5' bituminous pen. shoulder on each side	H	2 - 5'	J	15	H	10	25	2.4	
B- 431K	-	Reisterstown Rd. tod.Mt.Wilson	" " "	J	14	1.0	2' bituminous pen. shoulder on each side	H	2 - 2'	J	14	H	4	18	1.0	
- 215	-	New Windsor to Westminster	" " "	J	15	6.5	3' bituminous pen. shoulder on each side	H	2 - 3'	J	15	H	6	21	6.5	
- 211	-	Taylorsville - Mt. Airy	" " "	J	15	2.3	2.5' bituminous pen. shoulder on each side	H	2 - 2.5'	J	15	H	5	20	2.3	
Ce - 213K	-	Blue Ball - Fair Hill	" " "	J	15	4.9	5' bituminous pen. shoulders on each side	H	2 - 5'	J	15	H	10	25	4.9	
H - 238K	-	Wilsons Corner to Bush Corner	" " "	J	15	1.3	2.5' bituminous pen shoulder on each side	H	2 - 2.5'	J	15	H	5	20	1.3	
H - 227K	-	Shawsville to Norrisville	" " "	J	15	3.7	2.5' bituminous pen. shoulder on each side	H	2 - 2.5'	J	15	H	5	20	3.7	
State Maint	-	Millington - Chesterville Crumpton Rd.	" " "	J	9	0.9	6.5' bituminous pen. shoulder on one side	H	1 - 6.5'	J	9	H	6.5	15.5	0.9	
" "	-	Millington - Chesterville Crumpton Rd.	" " "	J	10	0.9	6.5' bituminous pen. shoulder on one side	H	1 - 6.5'	J	10	H	6.5	16.5	0.9	
" "	-	Queen Anne-Starr Rd.to Ruthsburg	" " "	J	9	5.1	3' bituminous pen. shoulder on each side	H	2 - 3'	J	9	H	6	15	5.1	
" "	-	Millington - Crumpton	" " "	J	9	1.2	3' bituminous pen. shoulder on each side	H	2 - 3'	J	9	H	6	15	1.2	
" "	-	Hampstead to Baltimore Co.Line	" " "	J	15	1.8	3' bituminous pen. shoulder on each side	H	2 - 3'	J	15	H	6	21	1.8	
" "	-	Baltimore Co.Line to Madonna	" " "	J	16	5.1	3' bituminous pen. shoulder on each side	H	2 - 3'	J	16	H	6	22	5.1	
" "	-	Defense Hgwy. - Landover	" " "	J	15	1.5	3.5' bituminous pen. shoulder on each side	H	2 - 3.5'	J	15	H	7	22	1.5	
" "	-	Buckeystown to Lickesville	" " "	J	15	4.3	2' bituminous pen. shoulder on each side	H	2 - 2'	J	15	H	4	19	4.3	
-304K	-	St.Paul Church to Penna. Line	" " "	J	14	1.0	2.5' bituminous pen. shoulder on each side	H	2 - 2.5'	J	14	H	5	19	1.0	
BPA	-	Joppa Rd. tod. Kingsville	" " "	J	30	0.9	8' bituminous pen. shoulder on each side	H	2 - 8'	H	✓			46	0.9	
BPA	-	Joppa Rd. tod. Little Gunpowder Falls	" " "	J	30	0.5	8' bituminous pen. shoulder on each side	H	2 - 8'	H	✓			46	0.5	
State Maint.	-	College Ave. Washington Blvd.- College Park Station	" " "	J	16	0.4	10' bituminous pen. shoulder on each side	H	2 - 10'	H	✓			36	0.4	
P - 349	-	River Rd. D.C.Line - Suitland	" " "	J	15	0.1	9.5' bituminous pen. shoulder on each side	H	1 - 9.5'	H	✓			24.5	0.1	
P - 349	-	River Rd. D.C.Line - Suitland	" " "	J	15	0.3	9.5' bituminous pen. shoulder on each side	H	2 - 9.5'	H	✓			34	0.3	
B - 354-1	-	Gwynn Oak Avenue City Line to Gwynns Falls	14'-16' bituminous pen. 1 variable width shoulder	H	20	0.3	20' bituminous pen. (2nd lane of divided hgwy)	H	1 - 20'	H	✓			40	0.3	
B - 421	-	Gwynn Oak Ave. Gwynns Falls - Locust Path	14-16' bituminous pen. 1 variable width shoulder	H	18	0.2	22' bituminous pen. (2nd lane of divided hgwy.)	H	1- 22'	H	✓			40	0.2	
AA-211-2	446-B	Mountain Rd. to Jones (East Lane)	Portland Cement Concrete	J	20	6.8	Portland Cement Concrete (2nd Lane of divided hgwy.)	J	1 - 22'	J	42			42	6.8	
Ce-186	429 C	Phila. Rd. Relocation US 213- Delaware Line	" " "	J	20	0.8	Portland Cement Concrete (2nd lane of divided hgwy.)	J	1 - 22'	J	42			42	0.8	

U. S. GOVERNMENT PRINTING OFFICE 8—12006

Form SM-3
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

(DUPLICATE)

RECORD OF ROAD MILEAGE TRANSFERRED

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1939

URBAN EXTENSIONS ON DESIGNATED STATE HIGHWAY SYSTEM.
(Indicate above the subdivision of State highway system (or other system) reported on this form)

MILEAGE ADDED FROM OTHER SYSTEMS						MILEAGE TRANSFERRED TO OTHER SYSTEMS					
System from which transferred	Location	Type of road		Width in feet	Length in miles	System to which transferred	Location	Type of road		Width in feet	Length in miles
		Description	Type symbol					Description	Type symbol		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
County	Fredericksburg to Delaware Line	Gravel	5	12	0.3	Municipal	Cumberland to Naves Farm Road	1½" Bituminous penetration 2-3½" P. C. Conc. shoulders	H	21	1.32
						"	Oldtown Rd. in Cumberland	1½" Bituminous penetration 2-3½" P. C. Conc. shoulders	H	21	1.00
						"	National Pike in Hagerstown	Bituminous penetration	1	21	0.65
						"	National Pike in Hagerstown	Asphalt	1	15	0.70
						"	Thru Williamsport on US 11	Amiesite	1	33	0.45
											4.12

8—12067

Form SM-4
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

HIGHWAY MILEAGE ANALYSIS SCHEDULE

PRIMARY STATE HIGHWAY SYSTEM (RURAL)
(Indicate above the subdivision of State highway system (or other system) reported on this form)

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19[illegible]

Type of Road Existing or Built	Existing Mileage at Beginning of Year	Changes in System Other Than Construction: Revisions due to resurvey or former error (+ or −)	Changes in System Other Than Construction: Mileage transfers: Additions from other systems	Changes in System Other Than Construction: Mileage transfers: Transfers to other systems	Changes in System Other Than Construction: Net changes other than construction (2+3−4)	Accounting Table of Construction Changes: Built on new location	Type of road replaced or abandoned: A Primitive	B Unimproved	C Graded and drained	D Soil-surfaced	E Gravel or stone	F Bituminous surface-treated	G Mixed bituminous	H Bituminous penetration	I Bituminous concrete and sheet asphalt	J Portland cement concrete	K Brick	L Block	M Dual-type	Summary of construction changes: Mileage built during year: On earth roads or new location	New types replacing old surface	Reconstruction to same type	Total	Mileage of former types replaced	Net mileage change due to construction (23−24)	Net Total Change in Mileage (5+25)	Existing Mileage at End of Year (1+26)	Type of Road (symbol)
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
Road abandoned	**	**	**	**	**	**														**	**	**	( )	**	**	**	**	Abandoned.
A. Primitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					A.
B. Unimproved			1		+ 1	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					B.
C. Grade and drained			18		+ 18																		1	- 1				C.
D. Soil-surfaced	30	- 15	3	3	- 15						2										2		3	- 1	- 14	24	D.
E. Gravel or stone	53	- 10	17	2	+ 5	2			4	6		1	1							6	2	6	14	29	- 15	- 10	42	E.
F. Bituminous surface-treated	1165	- 584	9	1	-576				2	2		2								2	2	2	6	12	- 6	- 582	583	F.
G. Mixed bituminous	8	+ 588	4	2	+582	8			8		20	7	10							12	27	10	49	20	+ 29	+ 611	619	G.
H. Bituminous penetration	835	+ 7			+ 7	1		4	4		1	1	1	1						6	3	1	10	4	+ 6	+ 13	848	H.
I. Bituminous concrete and sheet asphalt	278	+ 6			+ 6									1		3					4		4	7	- 3	+ 3	281	I.
J. Portland cement concrete	1451	- 33			- 33	30			4	1		1	8	2		3				34	12	3	49	9	+ 40	+ 7	1459	J.
K. Brick																												K.
L. Block																												L.
M. Dual-type	25	- 1			- 1										7	5					10		10		- 10	- 9	16	M.
TOTALS	4053	- 50	52	8	- 6	(41)		1	18	9	29	12	20	4	7	9				60	62	22	144	103	+ 41	+ 37	4090	TOTALS.

U. S. GOVERNMENT PRINTING OFFICE 8—12005

Form SM-5
(1938)

DUPLICATE

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

SUMMARY OF STATE HIGHWAY MILEAGE EXISTING

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1939

TYPE OF ROAD	RURAL ROADS UNDER STATE CONTROL					URBAN EXTENSIONS OF STATE HIGHWAY SYSTEM			TOTAL DESIGNATED STATE HIGHWAY SYSTEM	TOTAL ROADS AND STREETS REPORTED
	Primary State highway system	Secondary State highway system	State-aid system	County or local roads under State control	Total	On designated State highway system	Connecting streets not on designated system	Total		(5+8)
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
A. Primitive										
B. Unimproved										
C. Graded and drained										
D. Soil-surfaced	24				24				24	24
E. Gravel or stone	42				42				42	42
F. Bituminous surface-treated	583				583	1		1	584	584
G. Mixed bituminous	619				619	10		10	629	629
H. Bituminous penetration	848				848	16	25	41	864	889
I. Bituminous concrete and sheet asphalt	281				281	12	61	73	293	354
J. Portland cement concrete	1659				1659	54	2	56	1713	1715
K. Brick						2	6	8	2	8
L. Block							1	1		1
M. Dual-type	34				34	2	4	6	36	40
TOTAL	4090	None	None	1/	4090	97	99	196	4187	4286

U. S. GOVERNMENT PRINTING OFFICE 8—12011

1/ In 16 of the 23 counties in the State of Maryland, as of December 31, 1939, the State Roads Commission has supervision of the county or local roads. In general, the administration of these roads is the joint responsibility of the State Roads Commission and the respective Boards of County Commissioners.

Form SM-6
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

(DUPLICATE)

SUMMARY OF STATE HIGHWAY MILEAGE BUILT

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19 39

TYPE OF ROAD BUILT	ON RURAL ROADS UNDER STATE CONTROL					ON URBAN EXTENSIONS OF STATE HIGHWAY SYSTEM				TOTAL MILEAGE BUILT ON DESIGNATED STATE HIGHWAY SYSTEM	OTHER MILEAGE BUILT BY STATE HIGHWAY DEPARTMENT (SPECIFY)		TOTAL REPORTED
	Primary State highway system	Secondary State highway system	State-aid system	County or local roads under State control	Total	On designated State highway system	On connecting streets not on designated system: By State highway department	On connecting streets not on designated system: By city authorities	Total				
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
C. Graded and drained													
D. Soil-surfaced	2.4				2.4								2.4
E. Gravel or stone	13.7				13.7								13.7
F. Bituminous surface-treated	6.35				6.35								6.35
G. Mixed bituminous	49.4				49.4								49.4
H. Bituminous penetration	9.41				9.41	0.2			0.2				9.61
I. Bituminous concrete and sheet asphalt	3.5				3.5	0.7			0.7				4.20
J. Portland cement concrete	49.38				49.38	1.11			1.11				50.49
K. Brick													
L. Block													
M. Dual-type	11.8				11.8								11.8
TOTAL	145.94				145.94	2.01			2.01				147.95

U. S. GOVERNMENT PRINTING OFFICE 8—12012

Form SM-6
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

(DUPLICATE)

SUMMARY OF STATE HIGHWAY MILEAGE BUILT

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1939

TYPE OF ROAD BUILT	ON RURAL ROADS UNDER STATE CONTROL					ON URBAN EXTENSIONS OF STATE HIGHWAY SYSTEM				TOTAL MILEAGE BUILT ON DESIGNATED STATE HIGHWAY SYSTEM	OTHER MILEAGE BUILT BY STATE HIGHWAY DEPARTMENT (SPECIFY)		TOTAL REPORTED
	Primary State highway system	Secondary State highway system	State-aid system	County or local roads under State control	Total	On designated State highway system	On connecting streets not on designated system: By State highway department	On connecting streets not on designated system: By city authorities	Total				
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
C. Graded and drained													
D. Soil-surfaced	2				2					2			2
E. Gravel or stone	14				14					14			14
F. Bituminous surface-treated	6				6					6			6
G. Mixed bituminous	49				49					49			49
H. Bituminous penetration	10				10					10			10
I. Bituminous concrete and sheet asphalt	4				4					4			4
J. Portland cement concrete	49				49	1			1	50			50
K. Brick													
L. Block													
M. Dual-type	10				10	1			1	11			11
TOTAL	144				144	2	Not Available	Not Available	2	146	None	None	146

U. S. GOVERNMENT PRINTING OFFICE 8—12012

Form SM-7
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

PRIMARY STATE HIGHWAY SYSTEM (RURAL)
(Indicate above the subdivision of State highway system (or other system) reported on this form)

Type of Road	Total Existing Mileage	Enter Below the Number of Miles of Each Type Having the Following Widths in Feet													
		Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	
A. Primitive															
B. Unimproved															
C. Graded and drained															
D. Soil-surfaced	24		1	20		3									
E. Gravel or stone	42		2	33		1				5				1	
F. Bituminous surface-treated	583		20	539	21	2			1						
G. Mixed bituminous	619	4	246	208	36	27	18								
H. Bituminous penetration	848	1	114	226	43	379	43	37	1	1		2			
I. Bituminous concrete and sheet asphalt	281		14	29	33	133	20	17		16	1	3		13	
J. Portland cement concrete	1659	91	593	472	157	173	60	37	5	9		1	1	55	
K. Brick															
L. Block															
M. Dual-type	34									1			4	18	
Total	4090	96	990	1607	290	718	141	91	7	32	1	6	5	87	

U. S. GOVERNMENT PRINTING OFFICE 8—12013

Form SM-8
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1939

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

DUAL-TYPE ROADS						DIVIDED HIGHWAYS								
Road types and widths				Total width in feet	Length in miles	Types and widths of divided roadways						Total surfaced width in feet	Average width of dividing strips	Length in miles
First type		Second type				First roadway		Second roadway		Third roadway				
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
I	20	J	20(2-10)	40	7	J	20	J	20			40	6 to 50	7
	22	J	22(2-11')	44	1	J	20	J	22			42	50	12
N	15	J	25(2-12.5')	40	1	N	16							
I	20	J	20(2-10')	40	1	J	2 var. chldr. ave. 24'	J	40			80	12	(I) 1
I	20	J	20(2-10')	40	2	J	16 - 24	I-J-K	20-21			Avg. 40	20	1
I	16	J	20(2-10')	36	3	I	29	I	32			61	14	1
I	40	N	16(2-8')	56	1	J	24	J	24			48	36	1
I	30	N	16(2-8')	46	2	J	20	J	20			40	30	12
J	30	N	16(2-8')	46	1	J	20	J	20			40	30	12
I	30	N	16(2-8')	46	4	J	20	J	20			40	30	3
I	17	J	22(2-11)	39	1	J	20	J	22			42	45	1
I	40	N	10	50	1	J	22	J	22			44	40	1
I	22	J	10	32	1	J	24	J	24			48	36	1
I	20	J	20(2-10')	40	5									
I	20	J	20(2-10')	40	2									
N	14	J	16(2-8')	30	1					TOTAL	53 Miles			
		TOTAL	34 Miles			(I) ONE LANE OF THIS DIVIDED HIGHWAY IS OF DUAL TYPE (N) CONSTRUCTION								

U. S. GOVERNMENT PRINTING OFFICE 8—12008

Form SM-7
(1938)

DUPLICATE

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19[illegible]

PRIMARY STATE HIGHWAY SYSTEM (RURAL)
(Indicate above the State-wide mileage of State highway system (or other system) reported on this form)

TYPE OF ROAD	TOTAL EXISTING MILEAGE	ENTER BELOW THE NUMBER OF MILES OF EACH TYPE HAVING THE FOLLOWING WIDTHS IN FEET																	
		Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and over
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
A. Primitive																			
B. Unimproved																			
C. Graded and drained																			
D. Soil-surfaced	24		1	20		3													
E. Gravel or stone	42		2	33		1				5				1					
F. Bituminous surface-treated	583		20	539	21	2			1										
G. Mixed bituminous	619	4	246	280	36	27	18										1		
H. Bituminous penetration	848	1	114	226	43	379	43	37	1	1		2							2
I. Bituminous concrete and sheet asphalt	281		14	29	33	133	20	17		16	1	3		13					
J. Portland cement concrete	1659	91	593	472	157	173	60	37	5	9		1	1	55	3	2			
K. Brick																			
L. Block																			
M. Dual-type	34									1			4	18	1	7	1	1	1
TOTAL	4090	96	990	1607	290	718	141	91	7	32	1	6	5	87	4	9	2	1	3

U. S. GOVERNMENT PRINTING OFFICE 8—12013

Form SM-8
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1939

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

DUAL-TYPE ROADS						DIVIDED HIGHWAYS								
Road types and widths				Total width in feet	Length in miles	Types and widths of divided roadways						Total surfaced width in feet	Average width of dividing strips	Length in miles
First type		Second type				First roadway		Second roadway		Third roadway				
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
I	20	J	20(2-10)	40	7	J	20	J	20			40	6 to 50	7
	22	J	22(2-11')	44	1	J	20	J	22			42	50	12
N	15	J	25(2-12.5')	40	1	N	16							
I	20	J	20(2-10')	40	1	J	2 var.shldr. avg. 24'	J	40			80	12	1 (I)
I	20	J	20(2-10')	40	2	J	16 - 24	I-J-K	20-21			Avg. 40	20	1
I	16	J	20(2-10')	36	3	I	29	I	32			61	14	1
I	40	N	16(2-8')	56	1	J	24	J	24			48	36	1
I	30	N	16(2-8')	46	2	J	20	J	20			40	30	12
J	30	N	16(2-8')	46	1	J	20	J	20			40	30	12
I	30	N	16(2-8')	46	4	J	20	J	20			40	30	3
I	17	J	22(2-11)	39	1	J	20	J	22			42	45	1
I	40	N	10	50	1	J	22	J	22			44	40	1
I	22	J	10	32	1	J	24	J	24			48	36	1
I	20	J	20(2-10')	40	5									
I	20	J	20(2-10')	40	2									
N	14	J	16(2-8')	30	1					TOTAL	53 Miles			
		TOTAL	34 Miles			(I) ONE LANE OF THIS DIVIDED HIGHWAY IS OF DUAL TYPE (N) CONSTRUCTION								

U. S. GOVERNMENT PRINTING OFFICE 8—12008

Form SM-1
(1938)

HPS Copy

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF MARYLAND

URBAN EXTENSIONS ON DESIGNATED STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 19[illegible]

PROJECT NO.		LOCATION	ROAD REPLACED				ROAD BUILT				NET MILES ABANDONED (7—11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Co-102-1	372-A	Fredericksburg to Delaware Line	Gravel	E	12	0.3	Gravel	E	16	0.3	
P-306-1	-	Queens Chapel Rd. in Hyattsville	15-16' Bituminous concrete 2 - 2' concrete shoulders	I	19 - 20	0.2	Bituminous penetration	H	22	0.2	
A-282	-	Baltimore Avenue thru Cumberland	15 - 17' Bituminous pen. 2 - 3' concrete shoulders	H	21 - 23	0.2	Amesite	I	15 - 20	0.2	
-281-1	NRS 344	New Hampshire Ave. D.C.Line to U. University Lane	New location	-	-	-	Portland Cement Concrete	J	20	0.41	
-281-3	NRS-344 B	New Hampshire Ave. D.C.Line to University Lane	" "	-	-	-	" " "	J	20	0.66	
A-166-1	-	Lake to Westernport	" "	-	-	-	" " "	J	20	0.28	
Ba-184-1	-	Church St. in Glen Mill Federal St.-Martin St.	Mixed bituminous	G	16	0.1	" " "	J	20 variable	0.18	
										2.09	

U. S. GOVERNMENT PRINTING OFFICE 9—12009

Form SM-2
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

PROJECT RECORD OF ROAD WIDENING

STATE OF MARYLAND

URBAN EXTENSIONS ON DESIGNATED STATE HIGHWAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 19 39

Project No.		Location	Road Before Widening				Widening Operation			Road After Widening						Net Miles Abandoned
			Type of road		Width in feet	Length in miles	Type of widening laid		Width in feet	Road types (if single type use only cols. 11 and 12)				Total width in feet	Length in miles	(7–16)
State	Federal		Description	Type symbol			Description	Type symbol		Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
P-422 X	-	Laurel to Montgomery County Line	Portland Cement Concrete	J	15	1.05	4' sand asphalt shoulder on each side	D	2 - 4'	J	15	D	8	23	1.05	
M-136-3	-	Ohio Ave. - College Ave.	" " "	J	20	0.60	16.5' mixed bituminous mtdr. on each side	G	2-16.5'	M	53			53	0.60	
Co-205	-	In Elkton	" " "	J	17	0.40	4' bituminous penetration shldr. on each side	H	2-4'	J	17	M	8	25	0.40	
M-329	-	Thru Rockville between the car tracks	" " "	J	21	0.60	Bituminous road mix	H	1-9'	M	30			30	0.60	
M-329	-	Thru Rockville	" " "	J	31	0.30	Portland Cement Concrete	J	1-9'	J	40			40	0.30	
						2.95									2.95	

U. S. GOVERNMENT PRINTING OFFICE 8—12006

Form SM-3
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

(DUPLICATE)

RECORD OF ROAD MILEAGE TRANSFERRED

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of state highway system (or other system) reported on this form)

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1939

MILEAGE ADDED FROM OTHER SYSTEMS

System from which transferred + (1)	Location (2)	Type of road: Description (3)	Type of road: Type symbol (4)	Width in feet (5)	Length in miles (6)
County W1	Nanticoke - Waterview	Unimproved	A	8	0.3
" C1	Blackrock Rd. - Manchester Limehore Rd. - Penna. Line	" "	B	10	0.6
" F	Washington Co. Line to Fenville	"	B	8	0.2
" C2	Federalsburg - Delaware Line	Graded and drained earth	C	12	1.9
" C1	Westminster-Taneytown Rd. thd. Pleasant Valley	" " " "	C	8	1.0
" C1	Day thd. Olivet	" " " "	C	8	1.3
" C1	Manchester Water Tank thd. Penna. Line	" " " "	C	12	1.1
" C1	Beaver Run Rd. Westminster-Beaver Run	" " " "	C	20	1.0
" F	Washington Co. Line to Fenville	" " " "	C	12	0.3
" F	Middletown to Jefferson	" " " "	C	10	1.2
" F	Woodsboro to Libertytown	" " " "	C	12	2.7
" H	Hadonna thd. Penna. Line	" " " "	C	10	0.6
" H	Viers Mill Rd.	" " " "	C	16	1.9
" H-1	US 50 thd. Kelbes Corner	" " " "	C	10	1.5
" W	Sanner thd. Benevola	" " " "	C	8	0.9
" W1	Salisbury Hurdis Rd. to Hebron	" " " "	C	16	0.6
" H	Hadonna thd. Rutledge	" " " "	C	14	2.5
" K	Turners Creek Rd.	Gravel surface	D	15	1.5
" A	Orleans Rd. US 40-Penna.Line	" "	D	16	1.35
" M	Minnesota Ave. Ext. Rd. Easternave - Addison Chapel	Gravel	E	16	0.2
" SM	Beauvou - Valley Lee Rd.	"	E	12	1.6
" S	Delmarva Power Water and Chance	Shell	E	16	0.5
" W-1	Nanticoke to Waterview	Slag	E	14	0.8
" W	Woodsboro Rd. Extns thd. Pearre	Stone	E	20	0.45
" W	Woodsboro Rd. Extns thd. Pearre	Stone	E	16	0.30
" CC	Federalsburg to Delaware Line	Gravel	E	12	2.1
" CC	Northeast thd. Elk Neck	"	E	12	2.2
" CH	St. Magath thd. Port Tobacco	"	E	12	1.7
" F	Washington County Line - Foxville	"	E	12	1.2
" G	Loch Lynn - Cormania	Stone	E	12	0.4

MILEAGE TRANSFERRED TO OTHER SYSTEMS

System to which transferred — (7)	Location (8)	Type of road: Description (9)	Type of road: Type symbol (10)	Width in feet (11)	Length in miles (12)
County Caroline	American Corner- Grove Com.	Stabilized earth	D	16	3.25 X
" "	" " - Hynson	T. B. macadam	C	16	1.86 X
" A	Vale Summit - Midland	Bit. surface treated	F	17	0.42 X
" W1	Salisbury- Powellville Rd. to Kings	Sand Bit. Road mix	C	16	0.48 X
" W1	Salisbury-Powellville Rd. to Parsonsburg	" " " "	C	16	0.78 X
" W1	Powellville-Willard Rd. to Pittsville	" " " "	C	16	0.82 X
					7.53

8—12007

3.75

Form SM-3
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

(DUPLICATE)

RECORD OF ROAD MILEAGE TRANSFERRED

STATE OF MARYLAND

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 19 39

Mileage Added From Other Systems						Mileage Transferred to Other Systems					
System from which transferred +	Location	Type of road: Description	Type of road: Type symbol	Width in feet	Length in miles	System to which transferred	Location	Type of road: Description	Type of road: Type symbol	Width in feet	Length in miles
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
County H	Madonna twd. Pennsa. Line	Gravel	E	18	1.8						
" HO	Fulton to Highland	"	E	16	2.7						
" K	Quaker Neck Rd.	Shell	E	12	0.1						
Municipal K	Rock Hall - Sharps Ldg.	Slag	E	20	0.5						
County G	Chesapeake Beach to North Sch.	Bituminous surface treated	F	16	0.6						
" K	Quaker Neck Rd.	" " "	F	16	2.2						
" W1	Nanticoke - Waterview	" " "	F	14	0.3						
" W1	Salisbury Nardela Rd. to Hebron	" " "	F	12	0.9						
" A	Walsh Hill Rd. U.S. 36 to Frostburg	" " "	F	14	0.5						
" A	Klondike Rd. U.S. 36 to Klondike	" " "	F	12	1.4						
" A	Watercliff Rd. - Lonaconing Central School	" " "	F	15	0.7						
" A	Shide Hill Rd. Lonaconing-Garrett Co. Line	" " "	F	12	1.9						
" A	Vocke Rd. - Winchester Rd. U.S. 40 at Allegany Grove	" " "	F	16	0.2						
" W	Woodmont Rd. Exline twd. Pearre	" " "	F	16	0.45						
" B	Loch Raven Blvd. Hilton Rd. - Taylor Ave.	1&1 mixed bituminous 2-1" conc. shoulders	G	22	0.3						
" M	Brookville Rd. Goodbine St. East-West Hgwy.	Mixed Bituminous	G	16	0.3						
" M	Martins Gate to Newcut Rd.	" "	G	15	0.4						
" W	Woodmont Rd. Exline twd. Pearre	" "	G	16	2.6						
					51.45						

Form SM-4
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

HIGHWAY MILEAGE ANALYSIS SCHEDULE

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19 39

URBAN EXTENSIONS ON DESIGNATED STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

TYPE OF ROAD EXISTING OR BUILT	EXISTING MILEAGE AT BEGINNING OF YEAR	CHANGES IN SYSTEM OTHER THAN CONSTRUCTION				ACCOUNTING TABLE OF CONSTRUCTION CHANGES																					
						Type of road replaced or abandoned														Summary of construction changes						NET TOTAL CHANGE IN MILEAGE (5+25)	EXISTING MILEAGE AT END OF YEAR (1+26)	TYPE OF ROAD (symbol)
		Revisions due to resurvey or former error (+ or −)	Mileage transfers		Net changes other than construction (2+3−4)	Built on new location	A	B	C	D	E	F	G	H	I	J	K	L	M	Mileage built during year				Mileage of former types replaced	Net mileage change due to construction (23−24)			
			Additions from other systems	Transfers to other systems			Primitive	Unimproved	Graded and drained	Soil-surfaced	Gravel or stone	Bituminous surface-treated	Mixed bituminous	Bituminous penetration	Bituminous concrete and sheet asphalt	Portland cement concrete	Brick	Block	Dual-type	On earth roads or new location	New types replacing old surface	Reconstruction to same type	Total					
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
Road abandoned	**	**	**	**	**	**														**	**	**	( )	**	**	**	**	Abandoned.
A. Primitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					A.
B. Unimproved						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					B.
C. Grade and drained																												C.
D. Soil-surfaced																												D.
E. Gravel or stone																												E.
F. Bituminous surface-treated	5	- 4			- 4																					- 4	1	F.
G. Mixed bituminous		+10			+10																					+10	10	G.
H. Bituminous penetration	8	+10		2	+ 8																					+ 8	16	H.
I. Bituminous concrete and sheet asphalt	6	+ 8		2	+ 6																					+ 6	12	I.
J. Portland cement concrete	23	+26			+26	1														1			1	1		+26	54	J.
K. Brick	2																										2	K.
L. Block																												L.
M. Dual-type	1															1					1		1		1	+ 1	2	M.
TOTALS	50	+50		4	+46	(1)										1				1	1		2	1	1	47	97	TOTALS.

U. S. GOVERNMENT PRINTING OFFICE 8—12005

The mileage shown on this form maintained by Maryland State Roads Commission based on urban mileage in towns having a population of 1,000 or more according to U.S. 1930 Census

Form SM-8
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

STATE OF MARYLAND

URBAN EXTENSIONS OF DESIGNATED STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 19 39

DUAL-TYPE ROADS						DIVIDED HIGHWAYS								
Road types and widths				Total width in feet	Length in miles	Types and widths of divided roadways						Total surfaced width in feet	Average width of dividing strips	Length in miles
First type		Second type				First roadway		Second roadway		Third roadway				
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
[illegible]	20	J	20 (2-10') Vary. Width	40	1	J	20	J	20			40	20	1
[illegible]	15	J	67 - 69	82 - 84	1	J	20	J	20			40	30	1
				TOTAL	2								TOTAL	2

U. S. GOVERNMENT PRINTING OFFICE 8—12008

Form SM-7
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

STATE OF MARYLAND

URBAN EXTENSIONS ON DESIGNATED STATE HIGHWAY SYSTEM
(Indicate above the subdivision of the highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 19 57

TYPE OF ROAD	TOTAL EXISTING MILEAGE	ENTER BELOW THE NUMBER OF MILES OF EACH TYPE HAVING THE FOLLOWING WIDTHS IN FEET																	
		Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and over
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
A. Primitive																			
B. Unimproved																			
C. Graded and drained																			
D. Soil-surfaced																			
E. Gravel or stone																			
F. Bituminous surface-treated	1			1															
G. Mixed bituminous	10			4	1	1			2			1		1					
H. Bituminous penetration	16		1	2		6	1	3	1	1				1					
I. Bituminous concrete and sheet asphalt	12					3	1	3		3			1	1					
J. Portland cement concrete	54		10	5	8	9		7	3	4	1	1	2	2		1		1	
K. Brick	2								1			1							
L. Block	-																		
M. Dual-type	2											1		1					
TOTAL	97		11	12	9	19	2	13	7	8	1	4	3	6		1		1	

U. S. GOVERNMENT PRINTING OFFICE 8—12013

Form SM-1
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

ORIGINAL

PROJECT RECORD OF ROAD CONSTRUCTION

(See Instructions on Reverse Side)

STATE OF MARYLAND

Primary State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

For Year Ended December 31, 1938

Project No.		Location	Road Replaced				Road Built				Net Miles Abandoned (7–11)	
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles		
State	Federal		Description	Type symbol			Description	Type symbol				
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	
Q-116	MD 33	Matapex-Romancoke	New Location	—	—	—	Stabilized Earth	D	16	1.17	—	X
C1-157	MD 482	Hampstead-Mexico	Unimproved	B	10	0.46	" "	D	16	0.46	—	X
Q-116	MD 33	Matapex-Romancoke	"	B	14	0.59	" "	D	16	0.59	—	X
H-209	MD 646	Emory Ch-Pylesville	"	B	12	3.64	" "	D	16	3.64	—	X
[illegible]-127	[illegible]	Grantsville Bittinger	Stone	E	10	1.04	" "	D	16	1.04	—	X
H-216	MD 651	Federal Hill-St. Clair Br.	Unimproved	B	12	0.90	Screening Surf. Case	E	16	0.90	—	X
H-203	MD 137	Chapel Road	"	B	14	2.16	Untreated Gravel	E	16	2.16	—	X
C1-155	MD 570	Wash. Rd. Fenby South	Unimproved	B	12	0.55	Treated Stone	F	16	0.55	—	X
C1-155	MD 570	" " Barrett "	"	B	12	0.51	" "	F	16	0.51	—	X
C1-155	MD 570	Deer Pk.-Finksburg-Gamber	"	B	12	1.18	" "	F	16	1.18	—	X
AA-217 HO-169	426	Fort Meade Jct. Rd.	"	B	15	0.20	" Gravel	F	16	0.20	—	X
M-308	[illegible]	Forest Glen Rd.	Stone	E	12	0.62	" "	F	16	0.62	—	X
SM-160	MD 5	Mouloy Run Reloc.	Treated Gravel	F	16	0.33	" "	F	20	0.33	—	X
[illegible]-167	MD 242	Clements Cr. Reloc.	" "	F	16	0.45	" "	F	20	0.45	—	X
CO-115-1	MD 313	Thru Ridgley	Concrete	J	14	0.97	Bituminous Rd. Mix	G	20	0.97	—	X
CO-115-3	MD 313	" "	"	J	15	0.29	" " "	G	20	0.29	—	X
WO-179	US 13	Snow Hill-Salisbury Rd.	"	J	14	0.97	" " "	G	20	0.97	—	X
W-216	MD 63	Hagerstown-Sharpsburg	Macadam	H	15	0.79	Bitum. Penet. Rd.	H	20	0.79	—	X
W-216	MD 63	Thru - Sharpsburg	Asphalt	I	15	0.04	" " "	H	37.5	0.04	—	X
W-216	MD 63	" "	"	I	15	0.04	" " "	H	33	0.04	—	X
B-410		Liberty Road	Bitum-Penet Rd.	H	20	0.67	Amiesite	I	35	0.67	—	X
W-216	MD 63	Thru Sharpsburg	Asphalt	I	15	0.72	Asphalt with Mac. Sho on each side - Var. Widths	I	30	0.72	—	X
[illegible]-339	MD 4	Crain Hwy.-Hills Br.	Concrete	J	20	1.16	Amiesite	I	20	1.16	—	X
W-187	PW A.	Hagerstown-Frear	New Location	—	—	—	Concrete	J	20	2.94	—	X
H-184	335	New Phila. Road	" "	—	—	—	"	J	2-20	4.08	—	X
H-185	335	" " "	" "	—	—	—	" "	J	2-20	2.43	—	X

U. S. GOVERNMENT PRINTING OFFICE 8—12000

Form SM–1
(1938)

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF _____

FOR YEAR ENDED DECEMBER 31, 19____

_____
(Subdivision of State highway system)

8—12009

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM–4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Lengths of road projects should be given to the nearest tenth of a mile. Widths should be given to the nearest foot. The widths to be given are as follows: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Projects to be reported.—Each individual road construction project completed during the year should be reported on this form, with the exception of projects consisting of road widening, which are to be reported on Form SM–2. (See instructions, Form SM–2.) Projects in which the work was subdivided into two or more contracts should be reported as one; i. e., if a road was graded and drained under one contract and then surfaced under another contract, these two operations should be reported as one surfacing operation, although the fact that the road was graded or regraded may be stated in column 8. Grading and draining should not be reported as a completed project unless the graded road has been opened to traffic, or is to be so opened, for an extended period prior to surfacing. If it is not to be used for an extended period unsurfaced, the project should not be reported until the surfacing has been laid.

Construction by maintenance forces, etc.—All work which results in change of surface type, or effective reconstruction of the same type, should be reported, whether accomplished by contract, by force account, by relief labor, or by maintenance forces. The reporting of construction by maintenance forces should be sufficiently complete to avoid the necessity of making revisions of surface type in subsequent years because of gradual improvement of a road through maintenance.

Order of listing projects.—The preferable order of listing projects is as follows. Arrange the new construction by types in ascending order (types C to M). The projects of the same type should in turn be arranged in ascending order of the road types replaced, with construction on new location placed first. This procedure will facilitate transfer of the data to the Highway Mileage Analysis Schedule, Form SM–4.

Location.—The Washington office will make no tabulations using the locations of projects. Column 3 is provided for the use of the State highway department in case the form is used as an office record.

Road replaced.—In case the new construction replaced an existing surface, the road type, width in feet, and length in miles of the replaced road should be given in columns 4 to 7. In column 4 the type of surface should be described, and in column 5 the appropriate type symbol (A to M) should be given.

Road built.—Similarly, description, type symbol, width in feet, and length in miles of the new construction are to be entered in columns 8 to 11. As there is no limit to the vertical space which may be used for a given project, any necessary description in addition to the statement of surface type may be given in column 8.

Net miles abandoned.—Because of the fact that roads which are resurfaced are often partially relocated, the completed road is frequently of less length than the road replaced. In order to account for such reductions in length, the amount by which the mileage replaced exceeds the mileage built (col. 7—col. 11) should be entered in column 12.

In some cases the length of the new construction is the greater. In such a case the excess of mileage built over mileage replaced should be recorded as having been built on new location (see below); and column 12 should contain no entry. For example, if 21 miles of portland-cement concrete replaced 20 miles of gravel, the form should show, on two successive lines and against the same project number, that (1) 20 miles of type J road replaced 20 miles of type E, and (2) that 1 mile of type J was built on new location. This procedure conflicts to a certain extent with the preferred order of listing projects; but such cases are exceptional.

If a section of road is built on new location, but replaces an existing road which is abandoned upon completion of the project, the replacement of the old road by the new should be recorded on this form in the same manner as if the new road were constructed upon the previously existing surface. The fact that the road was relocated should be noted in column 8.

Other abandonments.—In case a road is abandoned, because of disuse or other reason, without being replaced by a new road during the same year, this fact should also be recorded on Form SM–1. The type of road, type symbol, width in feet, and length in miles should be entered in columns 4 to 7; and the length in miles should also be entered as miles abandoned in column 12.

Construction on new location.—In case a given project was built upon a new location (not replacing an existing surface) this fact should be stated in column 4; and columns 5, 6, and 7 will have no entries.

In some cases new construction will replace an existing road but the latter will not be abandoned. The older road may remain as a State highway or it may be turned back to the county or local authorities for use. In either case the new road built in its place should be entered as having been built on new location. In case the old road was turned back to county or local authorities, the fact that it was transferred out of the system should be recorded on Form SM–3, Record of Road Mileage Transferred. This statement also applies if the old road was transferred from the primary to the secondary State highway system, or other system under State control.

It may be that a portion of a project will result in the replacement of existing surface, while the remainder of the project will be constructed on new location, with the old surface still in existence as a State, county, or local road. In such a case it will be necessary to report the two portions of the project separately on the form.

Dual-type construction.—Construction of a dual-type road should be reported by using two or more lines, so that the description, type symbol, and width in feet of the two surfaces may be made clear. The data should be transferred to Form SM–4 as construction of type M surface. Dual-type construction which consists of widening an existing road with a different type should not be reported on this form, but should be reported on Form SM–2.

Construction of divided highways.—Projects so constructed that opposing streams of traffic are separated by a dividing strip should be fully described in column 8. The road type and width of each divided roadway and the average or prevailing width of the dividing strip or strips should be given.

Construction on roads added to system during year.—Construction work on roads added to the system during the year should be reported on this form, and should be cross-referenced to Form SM–3. The status of the road prior to the construction work reported should be given under "Road Replaced," columns 4 to 7. In some cases roads taken over from the county or secondary systems are not considered as added to the State highway system until after construction work by the State highway department. Nevertheless, such construction and subsequent addition should be reported on this form in the same manner as in the case when roads are added and subsequently surfaced.

Form SM-1
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

ORIGINAL

PROJECT RECORD OF ROAD CONSTRUCTION.

(See Instructions on Reverse Side)

STATE OF MARYLAND

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1938

Project No.		Location	Road Replaced				Road Built				Net Miles Abandoned (7—11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
H-186	335 US40	NEW PHILA RD	NEW LOCATION	—	—	—	CONCRETE	J	2-20	1.59	—
H-187	335 US40	" " "	" "	—	—	—	"	J	2-20	4.23	—
CH-162	423 MD5	WALDORF-BRYANTOWN	" "	—	—	—	"	J	20	1.38	—
AA-210	446 MD2	GOV. RITCHIE HWY.	" "	—	—	—	"	J	2-20	2.33	—
AA-211	446 MD2	" " "	" "	—	—	—	"	J	20	4.58	—
AA-212	154 MD2	" " "	" "	—	—	—	"	J	20	2.19	—
AA-199	147	" " "	" "	—	—	—	"	J	2-20	2.07	—
B-316	335 US40	NEW PHILA. ROAD	" "	—	—	—	"	J	2-20	4.22	—
AA-210	446 MD2	MTN ROAD CONN.	" "	—	—	—	"	J	20	0.92	—
CH-162	423 MD5	WALDORF-BRYANTOWN	GRAVEL	F	16	3.03	"	J	20	3.03	—
B-331	253	HARFORD ROAD	MACADAM	H	20	1.66	"	J	46	1.66	—
						4.69				29.20	

U. S. GOVERNMENT PRINTING OFFICE 8—12009

Form SM–1
(1938)

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF _____

FOR YEAR ENDED DECEMBER 31, 19____

_____
(Subdivision of State highway system)

8—12009

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM–4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Lengths of road projects should be given to the nearest tenth of a mile. Widths should be given to the nearest foot. The widths to be given are as follows: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Projects to be reported.—Each individual road construction project completed during the year should be reported on this form, with the exception of projects consisting of road widening, which are to be reported on Form SM–2. (See instructions, Form SM–2.) Projects in which the work was subdivided into two or more contracts should be reported as one; i. e., if a road was graded and drained under one contract and then surfaced under another contract, these two operations should be reported as one surfacing operation, although the fact that the road was graded or regraded may be stated in column 8. Grading and draining should not be reported as a completed project unless the graded road has been opened to traffic, or is to be so opened, for an extended period prior to surfacing. If it is not to be used for an extended period unsurfaced, the project should not be reported until the surfacing has been laid.

Construction by maintenance forces, etc.—All work which results in change of surface type, or effective reconstruction of the same type, should be reported, whether accomplished by contract, by force account, by relief labor, or by maintenance forces. The reporting of construction by maintenance forces should be sufficiently complete to avoid the necessity of making revisions of surface type in subsequent years because of gradual improvement of a road through maintenance.

Order of listing projects.—The preferable order of listing projects is as follows. Arrange the new construction by types in ascending order (types C to M). The projects of the same type should in turn be arranged in ascending order of the road types replaced, with construction on new location placed first. This procedure will facilitate transfer of the data to the Highway Mileage Analysis Schedule, Form SM–4.

Location.—The Washington office will make no tabulations using the locations of projects. Column 3 is provided for the use of the State highway department in case the form is used as an office record.

Road replaced.—In case the new construction replaced an existing surface, the road type, width in feet, and length in miles of the replaced road should be given in columns 4 to 7. In column 4 the type of surface should be described, and in column 5 the appropriate type symbol (A to M) should be given.

Road built.—Similarly, description, type symbol, width in feet, and length in miles of the new construction are to be entered in columns 8 to 11. As there is no limit to the vertical space which may be used for a given project, any necessary description in addition to the statement of surface type may be given in column 8.

Net miles abandoned.—Because of the fact that roads which are resurfaced are often partially relocated, the completed road is frequently of less length than the road replaced. In order to account for such reductions in length, the amount by which the mileage replaced exceeds the mileage built (col. 7—col. 11) should be entered in column 12.

In some cases the length of the new construction is the greater. In such a case the excess of mileage built over mileage replaced should be recorded as having been built on new location (see below); and column 12 should contain no entry. For example, if 21 miles of portland-cement concrete replaced 20 miles of gravel, the form should show, on two successive lines and against the same project number, that (1) 20 miles of type J road replaced 20 miles of type E, and (2) that 1 mile of type J was built on new location. This procedure conflicts to a certain extent with the preferred order of listing projects; but such cases are exceptional.

If a section of road is built on new location, but replaces an existing road which is abandoned upon completion of the project, the replacement of the old road by the new should be recorded on this form in the same manner as if the new road were constructed upon the previously existing surface. The fact that the road was relocated should be noted in column 8.

Other abandonments.—In case a road is abandoned, because of disuse or other reason, without being replaced by a new road during the same year, this fact should also be recorded on Form SM–1. The type of road, type symbol, width in feet, and length in miles should be entered in columns 4 to 7; and the length in miles should also be entered as miles abandoned in column 12.

Construction on new location.—In case a given project was built upon a new location (not replacing an existing surface) this fact should be stated in column 4; and columns 5, 6, and 7 will have no entries.

In some cases new construction will replace an existing road but the latter will not be abandoned. The older road may remain as a State highway or it may be turned back to the county or local authorities for use. In either case the new road built in its place should be entered as having been built on new location. In case the old road was turned back to county or local authorities, the fact that it was transferred out of the system should be recorded on Form SM–3, Record of Road Mileage Transferred. This statement also applies if the old road was transferred from the primary to the secondary State highway system, or other system under State control.

It may be that a portion of a project will result in the replacement of existing surface, while the remainder of the project will be constructed on new location, with the old surface still in existence as a State, county, or local road. In such a case it will be necessary to report the two portions of the project separately on the form.

Dual-type construction.—Construction of a dual-type road should be reported by using two or more lines, so that the description, type symbol, and width in feet of the two surfaces may be made clear. The data should be transferred to Form SM–4 as construction of type M surface. Dual-type construction which consists of widening an existing road with a different type should not be reported on this form, but should be reported on Form SM–2.

Construction of divided highways.—Projects so constructed that opposing streams of traffic are separated by a dividing strip should be fully described in column 8. The road type and width of each divided roadway and the average or prevailing width of the dividing strip or strips should be given.

Construction on roads added to system during year.—Construction work on roads added to the system during the year should be reported on this form, and should be cross-referenced to Form SM–3. The status of the road prior to the construction work reported should be given under "Road Replaced," columns 4 to 7. In some cases roads taken over from the county or secondary systems are not considered as added to the State highway system until after construction work by the State highway department. Nevertheless, such construction and subsequent addition should be reported on this form in the same manner as in the case when roads are added and subsequently surfaced.

Form SM-1
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

ORIGINAL

PROJECT RECORD OF ROAD CONSTRUCTION

(See Instructions on Reverse Side)

STATE OF MARYLAND

URBAN EXTENSIONS ON DESIGNATED STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1938

Project No.		Location	Road Replaced				Road Built				Net Miles Abandoned (7–11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
W1-136	350 US13	SALISBURY BY-PASS	NEW LOCATION	—	—	—	CONCRETE	J	20	0.77	— X
W1-136	350 US13	" " "	" "	—	—	—	"	J	56	0.61	— X

U. S. GOVERNMENT PRINTING OFFICE 8—12009

Form SM–1
(1938)

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF _____

FOR YEAR ENDED DECEMBER 31, 19____

_____
(Subdivision of State highway system)

8—12009

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM–4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Lengths of road projects should be given to the nearest tenth of a mile. Widths should be given to the nearest foot. The widths to be given are as follows: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Projects to be reported.—Each individual road construction project completed during the year should be reported on this form, with the exception of projects consisting of road widening, which are to be reported on Form SM–2. (See instructions, Form SM–2.) Projects in which the work was subdivided into two or more contracts should be reported as one; i. e., if a road was graded and drained under one contract and then surfaced under another contract, these two operations should be reported as one surfacing operation, although the fact that the road was graded or regraded may be stated in column 8. Grading and draining should not be reported as a completed project unless the graded road has been opened to traffic, or is to be so opened, for an extended period prior to surfacing. If it is not to be used for an extended period unsurfaced, the project should not be reported until the surfacing has been laid.

Construction by maintenance forces, etc.—All work which results in change of surface type, or effective reconstruction of the same type, should be reported, whether accomplished by contract, by force account, by relief labor, or by maintenance forces. The reporting of construction by maintenance forces should be sufficiently complete to avoid the necessity of making revisions of surface type in subsequent years because of gradual improvement of a road through maintenance.

Order of listing projects.—The preferable order of listing projects is as follows. Arrange the new construction by types in ascending order (types C to M). The projects of the same type should in turn be arranged in ascending order of the road types replaced, with construction on new location placed first. This procedure will facilitate transfer of the data to the Highway Mileage Analysis Schedule, Form SM–4.

Location.—The Washington office will make no tabulations using the locations of projects. Column 3 is provided for the use of the State highway department in case the form is used as an office record.

Road replaced.—In case the new construction replaced an existing surface, the road type, width in feet, and length in miles of the replaced road should be given in columns 4 to 7. In column 4 the type of surface should be described, and in column 5 the appropriate type symbol (A to M) should be given.

Road built.—Similarly, description, type symbol, width in feet, and length in miles of the new construction are to be entered in columns 8 to 11. As there is no limit to the vertical space which may be used for a given project, any necessary description in addition to the statement of surface type may be given in column 8.

Net miles abandoned.—Because of the fact that roads which are resurfaced are often partially relocated, the completed road is frequently of less length than the road replaced. In order to account for such reductions in length, the amount by which the mileage replaced exceeds the mileage built (col. 7—col. 11) should be entered in column 12.

In some cases the length of the new construction is the greater. In such a case the excess of mileage built over mileage replaced should be recorded as having been built on new location (see below); and column 12 should contain no entry. For example, if 21 miles of portland-cement concrete replaced 20 miles of gravel, the form should show, on two successive lines and against the same project number, that (1) 20 miles of type J road replaced 20 miles of type E, and (2) that 1 mile of type J was built on new location. This procedure conflicts to a certain extent with the preferred order of listing projects; but such cases are exceptional.

If a section of road is built on new location, but replaces an existing road which is abandoned upon completion of the project, the replacement of the old road by the new should be recorded on this form in the same manner as if the new road were constructed upon the previously existing surface. The fact that the road was relocated should be noted in column 8.

Other abandonments.—In case a road is abandoned, because of disuse or other reason, without being replaced by a new road during the same year, this fact should also be recorded on Form SM–1. The type of road, type symbol, width in feet, and length in miles should be entered in columns 4 to 7; and the length in miles should also be entered as miles abandoned in column 12.

Construction on new location.—In case a given project was built upon a new location (not replacing an existing surface) this fact should be stated in column 4; and columns 5, 6, and 7 will have no entries.

In some cases new construction will replace an existing road but the latter will not be abandoned. The older road may remain as a State highway or it may be turned back to the county or local authorities for use. In either case the new road built in its place should be entered as having been built on new location. In case the old road was turned back to county or local authorities, the fact that it was transferred out of the system should be recorded on Form SM–3, Record of Road Mileage Transferred. This statement also applies if the old road was transferred from the primary to the secondary State highway system, or other system under State control.

It may be that a portion of a project will result in the replacement of existing surface, while the remainder of the project will be constructed on new location, with the old surface still in existence as a State, county, or local road. In such a case it will be necessary to report the two portions of the project separately on the form.

Dual-type construction.—Construction of a dual-type road should be reported by using two or more lines, so that the description, type symbol, and width in feet of the two surfaces may be made clear. The data should be transferred to Form SM–4 as construction of type M surface. Dual-type construction which consists of widening an existing road with a different type should not be reported on this form, but should be reported on Form SM–2.

Construction of divided highways.—Projects so constructed that opposing streams of traffic are separated by a dividing strip should be fully described in column 8. The road type and width of each divided roadway and the average or prevailing width of the dividing strip or strips should be given.

Construction on roads added to system during year.—Construction work on roads added to the system during the year should be reported on this form, and should be cross-referenced to Form SM–3. The status of the road prior to the construction work reported should be given under "Road Replaced," columns 4 to 7. In some cases roads taken over from the county or secondary systems are not considered as added to the State highway system until after construction work by the State highway department. Nevertheless, such construction and subsequent addition should be reported on this form in the same manner as in the case when roads are added and subsequently surfaced.

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Form SM-2
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

ORIGINAL

PROJECT RECORD OF ROAD WIDENING

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF MARYLAND

URBAN EXTENSIONS ON DESIGNATED STATE HIGHWAY STYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 19 38

PROJECT NO.		LOCATION	ROAD BEFORE WIDENING				WIDENING OPERATION			ROAD AFTER WIDENING						NET MILES ABANDONED
			Type of road				Type of widening laid			Road types (if single type use only cols. 11 and 12)						
State	Federal		Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet	Total width in feet	Length in miles	(7−16)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)

(NONE)

U. S. GOVERNMENT PRINTING OFFICE 8—12006

Form SM-2
(1938)

PROJECT RECORD OF ROAD WIDENING

STATE OF _____

FOR YEAR ENDED DECEMBER 31, 19_____

_____
(Subdivision of State highway system)

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM–4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Lengths of road projects should be given to the nearest tenth of a mile. Widths should be given to the nearest foot. The widths to be given are as follows: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Projects to be reported.—This form should be used for reporting all road-construction projects in which the previously existing surface, or at least 8 feet of the width thereof, is retained as a part of the completed surface. If, however, the previously existing surface is covered with a surface treatment or bituminous mat adding 1 inch or more to the thickness of the surface, the road should be considered to have been resurfaced, and the project should be reported on Form SM–1 rather than on this form. (See mimeographed General Instructions for the Compilation of State Highway Mileage Data, p. 11.)

Road before widening.—The status of the road before widening should be given in columns 4 to 7. In column 4 the type of surface should be described and in column 5 the appropriate type symbol (A to M) should be given.

Widening operation.—Similarly, description, type symbol, and width in feet of the widening laid are to be entered in columns 8 to 10. As there is no limit to the vertical space which may be used for a given project, any necessary description in addition to the statement of surface type may be given in column 8.

Road after widening.—In columns 11 to 16 the status of the road after widening should be given. As widening operations are frequently of a different surface type from that of the previously existing road, provision is made in columns 11 to 14 for reporting the type symbols and widths in feet of the two surface types of which the widened road may be composed. If the widening is of the same type as the previously existing road, only columns 11 and 12 should be used. The total width in feet after widening should be given in column 15 and the length in miles in column 16. It should be noted that the total width after widening is not necessarily the sum of columns 6 and 10, as a portion of the previously existing surface may have been replaced.

Net miles abandoned.—If the widening operation results in a reduction of the length of the road, the amount of this reduction (col. 7—col. 16) should be entered as "Net miles abandoned" in column 17.)

Construction of divided highways.—Widening projects so constructed that opposing streams of traffic are separated by a dividing strip should be fully described in column 8. The road type and width of each divided roadway and the average or prevailing width of the dividing strip or strips should be given.

Transfer of data to Form SM–4.—In transferring data to the Highway Mileage Analysis Schedule, Form SM–4, only those widening projects which result in change of surface from a single type to dual type should be considered. Widening of the same type as the previously existing surface, or widening of a previously existing dual-type road, should not be entered on Form SM–4.

8—12006

Form SM-2
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

ORIGINAL

PROJECT RECORD OF ROAD WIDENING

(See Instructions on Reverse Side)

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1938

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

Project No.		Location	Road Before Widening				Widening Operation			Road After Widening						Net Miles Abandoned
			Type of road		Width in feet	Length in miles	Type of widening laid		Width in feet	Road types (if single type use only cols. 11 and 12)				Total width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol		Type symbol	Width in feet	Type symbol	Width in feet			(7–16)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
B-363X		WILKENS AVE	BITUM. SURF TREATED	F	14	0.15	BITUM. SURF TREATED	F	16	F	30	—	—	30	0.15	—
B-363X		" "	" " "	F	12	1.25	" " "	F	18	F	30	—	—	30	1.25	—
P-320	U550	DEFENSE HWY	BITUM. CONCRETE	I	20	0.41	BITUM. CONCRETE	I	VARIABLE	I	40	—	—	40	0.41	—
A-235	U220	McMOLLEN HWY	CONCRETE	J	15	2.98	CONCRETE	J	2-3.5	J	22	—	—	22	2.98	—

U. S. GOVERNMENT PRINTING OFFICE 8—12006

Form SM-2
(1938)

PROJECT RECORD OF ROAD WIDENING

STATE OF .....

FOR YEAR ENDED DECEMBER 31, 19.....

.....
(Subdivision of State highway system)

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM–4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Lengths of road projects should be given to the nearest tenth of a mile. Widths should be given to the nearest foot. The widths to be given are as follows: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Projects to be reported.—This form should be used for reporting all road-construction projects in which the previously existing surface, or at least 8 feet of the width thereof, is retained as a part of the completed surface. If, however, the previously existing surface is covered with a surface treatment or bituminous mat adding 1 inch or more to the thickness of the surface, the road should be considered to have been resurfaced, and the project should be reported on Form SM–1 rather than on this form. (See mimeographed General Instructions for the Compilation of State Highway Mileage Data, p. 11.)

Road before widening.—The status of the road before widening should be given in columns 4 to 7. In column 4 the type of surface should be described and in column 5 the appropriate type symbol (A to M) should be given.

Widening operation.—Similarly, description, type symbol, and width in feet of the widening laid are to be entered in columns 8 to 10. As there is no limit to the vertical space which may be used for a given project, any necessary description in addition to the statement of surface type may be given in column 8.

Road after widening.—In columns 11 to 16 the status of the road after widening should be given. As widening operations are frequently of a different surface type from that of the previously existing road, provision is made in columns 11 to 14 for reporting the type symbols and widths in feet of the two surface types of which the widened road may be composed. If the widening is of the same type as the previously existing road, only columns 11 and 12 should be used. The total width in feet after widening should be given in column 15 and the length in miles in column 16. It should be noted that the total width after widening is not necessarily the sum of columns 6 and 10, as a portion of the previously existing surface may have been replaced.

Net miles abandoned.—If the widening operation results in a reduction of the length of the road, the amount of this reduction (col. 7—col. 16) should be entered as "Net miles abandoned" in column 17.)

Construction of divided highways.—Widening projects so constructed that opposing streams of traffic are separated by a dividing strip should be fully described in column 8. The road type and width of each divided roadway and the average or prevailing width of the dividing strip or strips should be given.

Transfer of data to Form SM–4.—In transferring data to the Highway Mileage Analysis Schedule, Form SM–4, only those widening projects which result in change of surface from a single type to dual type should be considered. Widening of the same type as the previously existing surface, or widening of a previously existing dual-type road, should not be entered on Form SM–4.

8—12006

Form SM-3
(1938)

RECORD OF ROAD MILEAGE TRANSFERRED

STATE OF _____

FOR YEAR ENDED DECEMBER 31, 19____

_____
(Subdivision of State highway system)

CERTIFICATE

DATE _____

I CERTIFY that the information contained herein is correct, to the best of my knowledge and belief.

_____
(Signature of State official)

_____
(Official title)

U. S. GOVERNMENT PRINTING OFFICE 8—12007

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM–4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Lengths of road may be given to the nearest mile. If preferred, they may be given to the nearest tenth of a mile. Widths should be given to the nearest foot. The widths to be given are as follows: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

MILEAGE ADDED FROM OTHER SYSTEMS

The left-hand portion of this form should contain a list, classified by road types, of road mileage added to the system during the year.

System from which transferred.—In column 1 each section of road should be identified by the road system to which it belonged prior to its addition to the system which is being reported on the form. Roads may be transferred from the county or local road systems or they may be transferred from one subdivision of the State highway system to another, i. e., from the primary system to the secondary system or vice versa.

The preferable method of making the compilation is to group together all roads added from a given system.

It is not necessary to report on this form the addition of mileage to the State highway system through construction on new location. The data to be reported on Form SM–1 sufficiently accounts for such addition of mileage. It is possible, however, that primitive or unimproved mileage not formerly included as part of any public road system, State, county, or local, will be taken up as part of the State highway system. The addition of such mileage may be reported on this form with due notation of the facts in column 1.

In reporting the addition of urban extensions to the State highway system the terms "city streets," "village streets," or "streets in incorporated towns" may be used to indicate the system from which transferred. It may be found necessary to revise the mileage of urban extensions, particularly in the case of those not on the designated State highway system, because of the change of routes passing through cities. This revision may be accomplished by listing the new routes as "mileage added" in the left-hand portion of the form and listing the old routes as "mileage transferred to other systems" in the right-hand portion of the form. This procedure will eliminate reporting such changes as revisions or corrections.

Location.—The Washington office will make no tabulations using the location of road sections. Column 2 is provided for the use of the State highway department in case the form is used as an office record.

Type of road, etc.—The road type, width in feet, and length in miles of each section of road added to the system should be given in columns 3 to 6. In column 3 the type of surface should be described, and in column 4 the appropriate type symbol (A to M) should be given.

The road type to be entered in columns 3 and 4 is the type of surface which existed at the time of addition to the system, i. e., if an unimproved road was taken over from the counties and given a graveled surface during the year, this road should be reported as unimproved road, type B. The data regarding surfacing placed on such added roads during the year will be reported on Form SM–1. A special case arises in States where the procedure is to construct road surfaces on secondary or local roads and to add the roads to the State highway system upon completion of the construction. The procedure in such cases should be the same as in the case of States which first take over the roads and later apply surfacing, i. e., the road type prior to surfacing should be entered in columns 3 and 4, and the construction should be reported on Form SM–1.

MILEAGE TRANSFERRED TO OTHER SYSTEMS

System to which transferred.—The right-hand portion of this form should contain a list of all road sections transferred out of the subdivision of the State highway system which is reported on the form. Roads may be transferred back to the county or local systems or they may be transferred from one subdivision of the State highway system to another.

The preferable method of making the compilation is to group together all roads transferred to a given system.

In case streets formerly included as urban extensions of the State highway system are returned to the local urban jurisdictions, the terms "city streets," "village streets," or "streets in incorporated towns" may be used to indicate the system to which transferred.

Type of road, etc.—The road type, width in feet, and length in miles of each road section transferred out of the system should be given in columns 9 to 12. In column 9 the type of surface should be described and in column 10 the appropriate type symbol (A to M) should be given.

Cross reference to Form SM–1.—The transfer of a section of road out of the State highway system may occur as the result of the construction of a new road, the old road being released to the county or local authorities or to a secondary State highway system. Such action should be reported on this form with suitable cross reference to Form SM–1.

Form SM-3
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

(ORIGINAL)

RECORD OF ROAD MILEAGE TRANSFERRED

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF MARYLAND

URBAN EXTENSION ON DESIGNATED STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1938

MILEAGE ADDED FROM OTHER SYSTEMS						MILEAGE TRANSFERRED TO OTHER SYSTEMS					
System from which transferred	Location	Type of road		Width in feet	Length in miles	System to which transferred	Location	Type of road		Width in feet	Length in miles
		Description	Type symbol					Description	Type symbol		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
			(NONE)								

8—12007

Form SM-3
(1938)

RECORD OF ROAD MILEAGE TRANSFERRED

STATE OF _____

FOR YEAR ENDED DECEMBER 31, 19____

_____
(Subdivision of State highway system)

CERTIFICATE

DATE _____

I CERTIFY that the information contained herein is correct, to the best of my knowledge and belief.

_____
(Signature of State official)

_____
(Official title)

U. S. GOVERNMENT PRINTING OFFICE 8—12007

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM–4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Lengths of road may be given to the nearest mile. If preferred, they may be given to the nearest tenth of a mile. Widths should be given to the nearest foot. The widths to be given are as follows: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

MILEAGE ADDED FROM OTHER SYSTEMS

The left-hand portion of this form should contain a list, classified by road types, of road mileage added to the system during the year.

System from which transferred.—In column 1 each section of road should be identified by the road system to which it belonged prior to its addition to the system which is being reported on the form. Roads may be transferred from the county or local road systems or they may be transferred from one subdivision of the State highway system to another, i. e., from the primary system to the secondary system or vice versa.

The preferable method of making the compilation is to group together all roads added from a given system.

It is not necessary to report on this form the addition of mileage to the State highway system through construction on new location. The data to be reported on Form SM–1 sufficiently accounts for such addition of mileage. It is possible, however, that primitive or unimproved mileage not formerly included as part of any public road system, State, county, or local, will be taken up as part of the State highway system. The addition of such mileage may be reported on this form with due notation of the facts in column 1.

In reporting the addition of urban extensions to the State highway system the terms "city streets," "village streets," or "streets in incorporated towns" may be used to indicate the system from which transferred. It may be found necessary to revise the mileage of urban extensions, particularly in the case of those not on the designated State highway system, because of the change of routes passing through cities. This revision may be accomplished by listing the new routes as "mileage added" in the left-hand portion of the form and listing the old routes as "mileage transferred to other systems" in the right-hand portion of the form. This procedure will eliminate reporting such changes as revisions or corrections.

Location.—The Washington office will make no tabulations using the location of road sections. Column 2 is provided for the use of the State highway department in case the form is used as an office record.

Type of road, etc.—The road type, width in feet, and length in miles of each section of road added to the system should be given in columns 3 to 6. In column 3 the type of surface should be described, and in column 4 the appropriate type symbol (A to M) should be given.

The road type to be entered in columns 3 and 4 is the type of surface which existed at the time of addition to the system, i. e., if an unimproved road was taken over from the counties and given a graveled surface during the year, this road should be reported as unimproved road, type B. The data regarding surfacing placed on such added roads during the year will be reported on Form SM–1. A special case arises in States where the procedure is to construct road surfaces on secondary or local roads and to add the roads to the State highway system upon completion of the construction. The procedure in such cases should be the same as in the case of States which first take over the roads and later apply surfacing, i. e., the road type prior to surfacing should be entered in columns 3 and 4, and the construction should be reported on Form SM–1.

MILEAGE TRANSFERRED TO OTHER SYSTEMS

System to which transferred.—The right-hand portion of this form should contain a list of all road sections transferred out of the subdivision of the State highway system which is reported on the form. Roads may be transferred back to the county or local systems or they may be transferred from one subdivision of the State highway system to another.

The preferable method of making the compilation is to group together all roads transferred to a given system.

In case streets formerly included as urban extensions of the State highway system are returned to the local urban jurisdictions, the terms "city streets," "village streets," or "streets in incorporated towns" may be used to indicate the system to which transferred.

Type of road, etc.—The road type, width in feet, and length in miles of each road section transferred out of the system should be given in columns 9 to 12. In column 9 the type of surface should be described and in column 10 the appropriate type symbol (A to M) should be given.

Cross reference to Form SM–1.—The transfer of a section of road out of the State highway system may occur as the result of the construction of a new road, the old road being released to the county or local authorities or to a secondary State highway system. Such action should be reported on this form with suitable cross reference to Form SM–1.

(B)

Form SM-4
(1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

ORIGINAL

HIGHWAY MILEAGE ANALYSIS SCHEDULE

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1938

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

TYPE OF ROAD EXISTING OR BUILT	EXISTING MILEAGE AT BEGINNING OF YEAR	CHANGES IN SYSTEM OTHER THAN CONSTRUCTION				ACCOUNTING TABLE OF CONSTRUCTION CHANGES																				NET TOTAL CHANGE IN MILEAGE (5+25)	EXISTING MILEAGE AT END OF YEAR (1+26)	TYPE OF ROAD (symbol)
		Revisions due to resurvey or former error. (+ or −)	Mileage transfers		Net changes other than construction (2+3−4)	Built on new location	Type of road replaced or abandoned													Summary of construction changes							
			Additions from other systems	Transfers to other systems			A Primitive	B Unimproved	C Graded and drained	D Soil-surfaced	E Gravel or stone	F Bituminous surface-treated	G Mixed bituminous	H Bituminous penetration	I Bituminous concrete and sheet asphalt	J Portland cement concrete	K Brick	L Block	M Dual-type	Mileage built during year: On earth roads or new location	Mileage built during year: New types replacing old surface	Mileage built during year: Reconstruction to same type	Mileage built during year: Total	Mileage of former types replaced	Net mileage change due to construction (23−24)			
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
Road abandoned	**	**	**	**	**	**																	( )	**	**	**	**	Abandoned.
A. Primitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					A.
B. Unimproved			10.19		+10.19	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	10.19	-10.19			B.
C. Grade and drained																												C.
D. Soil-surfaced	31.92					1.17		4.69 ✓			1.04	✓								5.86	1.04		6.90		+6.86	+6.90	38.82	D.
E. Gravel or stone	49.63		1.66		+1.66			3.06												3.06			3.06	1.66	+1.40	+3.06	52.69	E. ? Error 1.66
F. Bituminous surface-treated	1,164.54	+0.25			+0.25			2.44			0.62	0.78								2.44	0.62	0.78	3.84	3.81	+0.03	+0.28	1,164.82	F.
G. Mixed bituminous	5.62															2.23					2.23		2.23		+2.23	+2.23	7.85	G.
H. Bituminous penetration	834.87	−0.16	2.35		+2.19									0.79	0.08						0.08	0.79	0.87	3.12	-2.25	-0.06	834.81	H.
I. Bituminous concrete and sheet asphalt	276.07													0.67	0.72	1.16					1.83	0.72	2.55	0.80	+1.75	+1.75	277.82	I.
J. Portland cement concrete	1,673.37	-0.26			-0.26	32.96	✓					3.03		1.66						32.96	4.69		37.65	3.39	+34.26	+34.00	1,651.37	J.
K. Brick																												K.
L. Block																												L.
M. Dual-type	25.10																										25.10	M.
TOTALS	4,005.12	-0.17	14.20	—	+14.03	(34.13)		10.19 ✓			1.66	3.81		3.12	0.80	3.39				44.32	10.49	2.29	57.10	22.97	+34.13	+48.16	4,053.28	TOTALS.

OK

U. S. GOVERNMENT PRINTING OFFICE 8—12005

Corrections

Anne Arundel Co. - Annapolis Blvd. −0.16 H
" " " " - −0.28 J

Calvert " - Bay Ave. (N. South) - +0.28 F

Form SM-4
(1938)

HIGHWAY MILEAGE ANALYSIS SCHEDULE

STATE OF _____

FOR YEAR ENDED DECEMBER 31, 19____

_____
(Subdivision of State highway system)

CERTIFICATE

DATE _____

I CERTIFY that the information contained herein is correct, to the best of my knowledge and belief.

_____
(Signature of State official)

_____
(Official title)

8—12005

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and corresponding symbols, A to M, are given in the left-hand portion of this form. For definitions of types, see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths of road.—All road mileages tabulated on this form should be entered to the nearest mile. In transferring data given to tenths of miles on Forms SM–1, SM–2, and SM–3, care should be taken so that Form SM–4 shall add correctly both vertically and horizontally.

General instructions.—The purpose of this form is to give a complete account of all mileage changes occurring during the year so as to establish a definite relation between the existing mileage of each road type at the beginning of the year and the existing mileage of each type at the end of the year. The first portion of the form, columns 2 to 5, should be used to account for changes in existing mileage not resulting from construction, including transfers to and from the system, and any necessary revisions due to resurvey or former error. The second portion of the form, columns 6 to 25, is an accounting table of construction changes by means of which the number of miles of each type constructed during the year and the number of miles of each type retired or abandoned during the year are determined. From this information the net change in the mileage of each type resulting from construction is evaluated. Addition of mileage changes due to construction and those due to other causes gives the total change in the mileage of each type during the year (column 26).

All data on mileage changes, with the exception of revisions (column 2), should be compiled on Forms SM–1, SM–2, and SM–3, according to the instructions given for those forms. Columns 3 and 4 of this form will be compiled by transfer of data from Form SM–3; and columns 6 to 19 will be compiled by transfer of data from Forms SM–1 and SM–2.

Column 1.—The existing mileage on the system at the beginning of the year (January 1) should be listed by types in column 1. In compiling the form for 1937 the mileages should be those developed on Conversion Schedule No. 2, as a result of reclassifying mileages according to the new types. In compiling the form for subsequent years the mileages given in column 1 should be identical with the mileages reported for the end of the previous year in column 27 of this form as executed for that year.

Column 2.—In this column should be entered any revisions of existing mileage reported for the end of the previous year which are necessary because of resurvey or previous error in reporting. In compiling the data for 1937 no use should be made of this column, as all revisions should be accounted for on Conversion Schedule No. 2, with the result that the data entered in column 1 will be the existing mileage as of January 1, 1937, as adjusted and corrected.

Every effort should be made to avoid the necessity of making revisions in existing mileage. If the instructions are followed correctly each year, columns 3 and 4 and columns 6 to 19 will be found adequate to account for all mileage changes. If revisions are unavoidable the form should be accompanied by notes explaining the reasons for the revisions made. Revisions having the effect of increasing the existing mileage of a given type should be preceded by a plus (+) sign. Revisions having the effect of decreasing the existing mileage of a given type should be preceded by a minus (−) sign.

Mileage transfers.—The mileage of all roads added to the system during the year, as recorded on Form SM–3, should be assembled by types, and the total mileage of each type added during the year should be entered in column 3. The amounts entered in this column should include both mileage added from county or local road systems and mileage transferred from other subdivisions of the State highway system. All road mileages should be entered as of the surface type existing prior to construction by the State highway department during the year.

The mileage of all roads transferred out of the system during the year, as recorded on Form SM–3, should be assembled by types and the total mileage of each type transferred out of the system during the year should be entered in column 4. The amounts entered in this column should include both mileage transferred to county or local systems and mileage transferred to other subdivisions of the State highway system.

Column 5.—The total change in mileage of each type indicated by the entries in columns 2, 3, and 4 should be entered in column 5. Corresponding entries in columns 2 and 3 should be added, with due regard to the algebraic sign preceding entries in column 2; and the entries in column 4 should be deducted.

ACCOUNTING TABLE OF CONSTRUCTION CHANGES

Columns 6 to 19 are provided as a means of accounting for all changes in the mileage of each road type which result from road construction, including also all road abandonments, whether resulting from construction or not.

Road abandoned.—Road abandonments may be divided into two classes: (1) Reductions in length, generally small in amount, occurring when an existing surface is replaced by a new surface of less length, and (2) the abandonment of a road because of disuse or other reason without new construction. Both types of abandonment should be recorded on Form SM–1 according to the instructions given for that form; and abandonments of the first type occurring as a result of road widening should be recorded on Form SM–2. An assembly should be made from the data in column 12, Form SM–1, and column 17, Form SM–2, of the total mileage of each type abandoned during the year; and these mileages should be entered under the proper types in columns 7 to 19.

Mileage built on new location.—From the data given on Form SM–1 an assembly should be made of the total mileage of each type constructed on new location during the year, and these totals should be entered against the proper types in column 6. The amounts entered in this column should include not only the mileage constructed entirely on new location but also any additions in mileage of a given type occurring when an old surface is replaced by a new surface of greater length.

> *Note.*—If a section of road is built on new location, but replaces an existing road which is abandoned upon completion of the project, such construction should not be entered as having been built on new location but should be entered as construction of new surface replacing old surface. See instructions for Form SM–1, under heading "Net miles abandoned."

New surface replacing old.—From the data given in column 11, Form SM–1, an assembly should be made which will give the total mileage of each surfaced type, C to M, which replaced mileages of each type, A to M. The total mileage in each group thus assembled should be entered in the column (7 to 19) representing the surface type replaced and opposite the side heading (C to M) representing the surface type built. For example, if 100 miles of portland cement concrete road was built during the year to replace gravel road, the entry of 100 should be placed in column 11 (type E, gravel or stone) and on the line opposite the side heading "J. Portland cement concrete." If 50 miles of bituminous penetration road was reconstructed to the same type during the year, the entry of 50 should be made in column 14 opposite the side heading for type H. Application of this procedure will account for the total mileage of each type built to replace existing roads of types A to M.

It should be noted that all amounts to be entered in this manner are obtained from column 11, Form SM–1. Differences in length between road built and road replaced are accounted for under "Road abandoned" and "New location," as previously explained.

Construction of dual-type roads.—Dual-type roads, existing and built, are to be reported as type M regardless of the character of the two types of which the dual surface is composed. Information on Form SM–1 will give the two surface types involved but the construction of a dual-type road will be entered in all cases opposite the side heading for type M. If a dual-type road is resurfaced, such resurfacing should be entered in column 19 opposite type M, whether or not the two surface types composing the new surface are the same as the two surface types composing the surface replaced.

Transfer of data from Form SM–2.—Construction data recorded on Form SM–2, "Project Record of Road Widening," should be entered on Form SM–4 only when it is necessary to record that an existing surface of a given type was replaced by a dual-type surface. Widening of the same type as the previously existing surface, or widening of a previously existing dual-type road, should not be entered on Form SM–4.

The following procedure should be used in transferring data from Form SM–2. The length in miles of the dual-type road as given in column 16, Form SM–2, should be entered on Form SM–4 in the column representing the surface type of the previously existing single-type road and on the line opposite the side heading "M. Dual-type."

For example, if an existing 20-foot bituminous penetration road was widened by the addition of 10-foot portland cement concrete lanes on either side, the length of the road after widening being 10 miles, the entry of 10 should be made in column 14 opposite type M.

Summary of construction changes.—Mileage changes resulting from construction, should be summarized in columns 20 to 25. The entries in columns 6 to 19 should be added horizontally and the totals entered in column 23, "Total mileage built during year." The total of the line "Road abandoned" is to be placed within parentheses to indicate that this item should not be included in the total of mileage built at the bottom of the form.

The entries in columns 6, 7, 8, and 9 are to be added horizontally and the totals entered in column 20, "Mileage built on earth roads or new location"; with the exception that reconstruction of graded and drained road, i. e., type C replacing type C, should be omitted from these totals.

Entries representing reconstruction, i. e., surface of a given type replacing surface of the same type, which are underscored in full line on the form, should be carried across to column 22, "Reconstruction to same type."

Entries in column 21, "New types replacing old surface," may be obtained by deducting the entries of columns 20 and 22 from the corresponding entries of column 23. This computation may be checked by horizontal addition of columns 10 to 19, omitting in each line the reconstruction item, underscored in full line.

The entries in columns 6 to 19 should be added vertically. The totals of columns 7 to 19 should be entered against the proper type symbols in column 24, i. e., the total of column 7 should be entered on the line provided for type A, etc. Parentheses are provided for the total of column 6 to indicate that this total should not be transferred to column 24.

The entries in column 24, representing the mileage of former types replaced, should be subtracted from the corresponding entries in column 23, and the difference entered in column 25, "Net change in mileage due to construction."

Columns 26 and 27.—The entries in column 26, representing the net total change in mileage during the year, are obtained by adding corresponding entries in columns 5 and 25. Addition of corresponding entries in columns 1 and 26 will give the existing mileage at the end of the year, which should be entered in column 27.

Asterisks indicating no entry.—Asterisks are printed in certain columns and opposite certain lines to indicate that no entries are possible in these places. Possible entries against the line "Road abandoned" are confined to columns 7 to 19 and column 23, since these columns will account for all road abandonments. Asterisks are entered on the lines representing types A and B in columns 6 to 23, since these columns deal with road construction and it is, by definition, impossible to report a primitive or unimproved road as having been built.

(9)

FEDERAL WORKS AGENCY
UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

Form SM-4
(1938)

ORIGINAL

HIGHWAY MILEAGE ANALYSIS SCHEDULE

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF Maryland

FOR YEAR ENDED DECEMBER 31, 1938

Urban Extensions On Designated State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

TYPE OF ROAD EXISTING OR BUILT	EXISTING MILEAGE AT BEGINNING OF YEAR	CHANGES IN SYSTEM OTHER THAN CONSTRUCTION				ACCOUNTING TABLE OF CONSTRUCTION CHANGES																					
		Revisions due to resurvey or former error (+ or −)	Mileage transfers		Net changes other than construction (2+3−4)	Type of road replaced or abandoned													Summary of construction changes						NET TOTAL CHANGE IN MILEAGE (5+25)	EXISTING MILEAGE AT END OF YEAR (1+26)	TYPE OF ROAD (symbol)
			Additions from other systems	Transfers to other systems		Built on new location	A Primitive	B Unimproved	C Graded and drained	D Soil-surfaced	E Gravel or stone	F Bituminous surface-treated	G Mixed bituminous	H Bituminous penetration	I Bituminous concrete and sheet asphalt	J Portland cement concrete	K Brick	L Block	M Dual-type	Mileage built during year: On earth roads or new location	Mileage built during year: New types replacing old surface	Mileage built during year: Reconstruction to same type	Mileage built during year: Total	Mileage of former types replaced	Net mileage change due to construction (23−24)			
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
Road abandoned	**	**	**	**	**	**														**	**	**	( )	**	**	**	**	Abandoned.
A. Primitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					A.
B. Unimproved						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					B.
C. Grade and drained																												C.
D. Soil-surfaced																												D.
E. Gravel or stone	0.23																										0.23	E.
F. Bitumiuous surface-treated	5.31																										5.31	F.
G. Mixed bituminous																												G.
H. Bituminous penetration	7.57																										7.57	H.
I. Bituminous concrete and sheet asphalt	5.77																										6.72	I.
J. Portland cement concrete	26.67					1.38	✓													1.38			1.38		+1.38	+1.38	28.05	J.
K. Brick	1.78																										1.78	K.
L. Block																												L.
M. Dual-type	1.35																										1.35	M.
TOTALS	48.68					(1.38)														1.38			1.38		+1.38	+1.38	50.06	TOTALS.

U. S. GOVERNMENT PRINTING OFFICE 8—12006

Form SM-4
(1938)

HIGHWAY MILEAGE ANALYSIS SCHEDULE

STATE OF _____

FOR YEAR ENDED DECEMBER 31, 19____

_____
(Subdivision of State highway system)

CERTIFICATE

DATE _____

I CERTIFY that the information contained herein is correct, to the best of my knowledge and belief.

_____
(Signature of State official)

_____
(Official title)

8—12005

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and corresponding symbols, A to M, are given in the left-hand portion of this form. For definitions of types, see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths of road.—All road mileages tabulated on this form should be entered to the nearest mile. In transferring data given to tenths of miles on Forms SM–1, SM–2, and SM–3, care should be taken so that Form SM–4 shall add correctly both vertically and horizontally.

General instructions.—The purpose of this form is to give a complete account of all mileage changes occurring during the year so as to establish a definite relation between the existing mileage of each road type at the beginning of the year and the existing mileage of each type at the end of the year. The first portion of the form, columns 2 to 5, should be used to account for changes in existing mileage not resulting from construction, including transfers to and from the system, and any necessary revisions due to resurvey or former error. The second portion of the form, columns 6 to 25, is an accounting table of construction changes by means of which the number of miles of each type constructed during the year and the number of miles of each type retired or abandoned during the year are determined. From this information the net change in the mileage of each type resulting from construction is evaluated. Addition of mileage changes due to construction and those due to other causes gives the total change in the mileage of each type during the year (column 26).

All data on mileage changes, with the exception of revisions (column 2), should be compiled on Forms SM–1, SM–2, and SM–3, according to the instructions given for those forms. Columns 3 and 4 of this form will be compiled by transfer of data from Form SM–3; and columns 6 to 19 will be compiled by transfer of data from Forms SM–1 and SM–2.

Column 1.—The existing mileage on the system at the beginning of the year (January 1) should be listed by types in column 1. In compiling the form for 1937 the mileages should be those developed on Conversion Schedule No. 2, as a result of reclassifying mileages according to the new types. In compiling the form for subsequent years the mileages given in column 1 should be identical with the mileages reported for the end of the previous year in column 27 of this form as executed for that year.

Column 2.—In this column should be entered any revisions of existing mileage reported for the end of the previous year which are necessary because of resurvey or previous error in reporting. In compiling the data for 1937 no use should be made of this column, as all revisions should be accounted for on Conversion Schedule No. 2, with the result that the data entered in column 1 will be the existing mileage as of January 1, 1937, as adjusted and corrected.

Every effort should be made to avoid the necessity of making revisions in existing mileage. If the instructions are followed correctly each year, columns 3 and 4 and columns 6 to 19 will be found adequate to account for all mileage changes. If revisions are unavoidable the form should be accompanied by notes explaining the reasons for the revisions made. Revisions having the effect of increasing the existing mileage of a given type should be preceded by a plus (+) sign. Revisions having the effect of decreasing the existing mileage of a given type should be preceded by a minus (−) sign.

Mileage transfers.—The mileage of all roads added to the system during the year, as recorded on Form SM–3, should be assembled by types, and the total mileage of each type added during the year should be entered in column 3. The amounts entered in this column should include both mileage added from county or local road systems and mileage transferred from other subdivisions of the State highway system. All road mileages should be entered as of the surface type existing prior to construction by the State highway department during the year.

The mileage of all roads transferred out of the system during the year, as recorded on Form SM–3, should be assembled by types and the total mileage of each type transferred out of the system during the year should be entered in column 4. The amounts entered in this column should include both mileage transferred to county or local systems and mileage transferred to other subdivisions of the State highway system.

Column 5.—The total change in mileage of each type indicated by the entries in columns 2, 3, and 4 should be entered in column 5. Corresponding entries in columns 2 and 3 should be added, with due regard to the algebraic sign preceding entries in column 2; and the entries in column 4 should be deducted.

ACCOUNTING TABLE OF CONSTRUCTION CHANGES

Columns 6 to 19 are provided as a means of accounting for all changes in the mileage of each road type which result from road construction, including also all road abandonments, whether resulting from construction or not.

Road abandoned.—Road abandonments may be divided into two classes: (1) Reductions in length, generally small in amount, occurring when an existing surface is replaced by a new surface of less length, and (2) the abandonment of a road because of disuse or other reason without new construction. Both types of abandonment should be recorded on Form SM–1 according to the instructions given for that form; and abandonments of the first type occurring as a result of road widening should be recorded on Form SM–2. An assembly should be made from the data in column 12, Form SM–1, and column 17, Form SM–2, of the total mileage of each type abandoned during the year; and these mileages should be entered under the proper types in columns 7 to 19.

Mileage built on new location.—From the data given on Form SM–1 an assembly should be made of the total mileage of each type constructed on new location during the year, and these totals should be entered against the proper types in column 6. The amounts entered in this column should include not only the mileage constructed entirely on new location but also any additions in mileage of a given type occurring when an old surface is replaced by a new surface of greater length.

> *Note.*—If a section of road is built on new location, but replaces an existing road which is abandoned upon completion of the project, such construction should not be entered as having been built on new location but should be entered as construction of new surface replacing old surface. See instructions for Form SM–1, under heading "Net miles abandoned."

New surface replacing old.—From the data given in column 11, Form SM–1, an assembly should be made which will give the total mileage of each surfaced type, C to M, which replaced mileages of each type, A to M. The total mileage in each group thus assembled should be entered in the column (7 to 19) representing the surface type replaced and opposite the side heading (C to M) representing the surface type built. For example, if 100 miles of portland cement concrete road was built during the year to replace gravel road, the entry of 100 should be placed in column 11 (type E, gravel or stone) and on the line opposite the side heading "J. Portland cement concrete." If 50 miles of bituminous penetration road was reconstructed to the same type during the year, the entry of 50 should be made in column 14 opposite the side heading for type H. Application of this procedure will account for the total mileage of each type built to replace existing roads of types A to M.

It should be noted that all amounts to be entered in this manner are obtained from column 11, Form SM–1. Differences in length between road built and road replaced are accounted for under "Road abandoned" and "New location," as previously explained.

Construction of dual-type roads.—Dual-type roads, existing and built, are to be reported as type M regardless of the character of the two types of which the dual surface is composed. Information on Form SM–1 will give the two surface types involved but the construction of a dual-type road will be entered in all cases opposite the side heading for type M. If a dual-type road is resurfaced, such resurfacing should be entered in column 19 opposite type M, whether or not the two surface types composing the new surface are the same as the two surface types composing the surface replaced.

Transfer of data from Form SM–2.—Construction data recorded on Form SM–2, "Project Record of Road Widening," should be entered on Form SM–4 only when it is necessary to record that an existing surface of a given type was replaced by a dual-type surface. Widening of the same type as the previously existing surface, or widening of a previously existing dual-type road, should not be entered on Form SM–4.

The following procedure should be used in transferring data from Form SM–2. The length in miles of the dual-type road as given in column 16, Form SM–2, should be entered on Form SM–4 in the column representing the surface type of the previously existing single-type road and on the line opposite the side heading "M. Dual-type."

For example, if an existing 20-foot bituminous penetration road was widened by the addition of 10-foot portland cement concrete lanes on either side, the length of the road after widening being 10 miles, the entry of 10 should be made in column 14 opposite type M.

Summary of construction changes.—Mileage changes resulting from construction, should be summarized in columns 20 to 25. The entries in columns 6 to 19 should be added horizontally and the totals entered in column 23, "Total mileage built during year." The total of the line "Road abandoned" is to be placed within parentheses to indicate that this item should not be included in the total of mileage built at the bottom of the form.

The entries in columns 6, 7, 8, and 9 are to be added horizontally and the totals entered in column 20, "Mileage built on earth roads or new location"; with the exception that reconstruction of graded and drained road, i. e., type C replacing type C, should be omitted from these totals.

Entries representing reconstruction, i. e., surface of a given type replacing surface of the same type, which are underscored in full line on the form, should be carried across to column 22, "Reconstruction to same type."

Entries in column 21, "New types replacing old surface," may be obtained by deducting the entries of columns 20 and 22 from the corresponding entries of column 23. This computation may be checked by horizontal addition of columns 10 to 19, omitting in each line the reconstruction item, underscored in full line.

The entries in columns 6 to 19 should be added vertically. The totals of columns 7 to 19 should be entered against the proper type symbols in column 24, i. e., the total of column 7 should be entered on the line provided for type A, etc. Parentheses are provided for the total of column 6 to indicate that this total should not be transferred to column 24.

The entries in column 24, representing the mileage of former types replaced, should be subtracted from the corresponding entries in column 23, and the difference entered in column 25, "Net change in mileage due to construction."

Columns 26 and 27.—The entries in column 26, representing the net total change in mileage during the year, are obtained by adding corresponding entries in columns 5 and 25. Addition of corresponding entries in columns 1 and 26 will give the existing mileage at the end of the year, which should be entered in column 27.

Asterisks indicating no entry.—Asterisks are printed in certain columns and opposite certain lines to indicate that no entries are possible in these places. Possible entries against the line "Road abandoned" are confined to columns 7 to 19 and column 23, since these columns will account for all road abandonments. Asterisks are entered on the lines representing types A and B in columns 6 to 23, since these columns deal with road construction and it is, by definition, impossible to report a primitive or unimproved road as having been built.

Form SM-5
(1938)

ORIGINAL

(10)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

SUMMARY OF STATE HIGHWAY MILEAGE EXISTING

See Instructions on Reverse Side

STATE OF Maryland

For Year Ended December 31, 1938

Type of Road	Rural Roads Under State Control					Urban Extensions of State Highway System			Total Designated State Highway System	Total Roads and Streets Reported
	Primary State highway system	Secondary State highway system	State-aid system	County or local roads under State control	Total	On designated State highway system	Connecting streets not on designated system	Total		
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
A. Primitive										
B. Unimproved										
C. Graded and drained										
D. Soil-surfaced	38.82				38.82				38.82	38.82
E. Gravel or stone	52.69				52.69	0.23		0.23	52.92	52.92
F. Bituminous surface-treated	1,164.82				1164.82	5.31		5.31	1,170.13	1,170.13
G. Mixed bituminous	7.85				7.85				7.85	7.85
H. Bituminous penetration	834.81				834.81	7.57		7.57	842.38	842.38
I. Bituminous concrete and sheet asphalt	277.82				277.82	6.77		5.77	283.59	283.59
J. Portland cement concrete	1,651.37				1651.37	28.05		28.05	1679.42	1679.42
K. Brick						1.78		1.78	1.78	1.78
L. Block										
M. Dual-type	25.10				25.10	1.35		1.35	26.45	26.45
Total	4,053.28				4053.28	50.06		50.06	4,103.34	4103.34

U. S. GOVERNMENT PRINTING OFFICE 8—12011

Form SM-5
(1938)

SUMMARY OF STATE HIGHWAY MILEAGE EXISTING

STATE OF .....

FOR YEAR ENDED DECEMBER 31, 19.....

.....
(Subdivision of State highway system)

CERTIFICATE

DATE .....

I CERTIFY that the information contained herein is correct to the best of my knowledge and belief.

.....
(Signature of State official)

.....
(Official title)

8—12011

INSTRUCTIONS

Data to be reported.—This is a summary form in which should be given the existing mileage, by types, at the end of the year, on each subdivision of the State highway system and its urban extensions. The form should be compiled by entering in each indicated column the data given in column 27 of Form SM–4, as executed for each of the subdivisions of the State highway system and its urban extensions.

All road mileages should be entered on this form to the nearest mile.

Rural roads under State control.—In case there is no secondary road system under the effective control of the State highway department with respect to construction and maintenance, entries under this heading will be made only in column 1 and column 5. In case there is a secondary system, the statement of existing mileage on that system will be entered in column 2, 3, or 4, according to the title and character of the system. For further discussion and definitions see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Mileages entered in columns 1 to 4 should be added horizontally to give in column 5 the total mileage of rural roads under State control.

Urban extensions of State highway system.—Mileages on extensions of the State highway system through cities and other incorporated places should be entered in columns 6 and 7. Mileages on streets which are a part of the designated State highway system should be entered in column 6. Mileages on streets connecting the State highway system which are not a part of the designated State highway system should be entered in column 7. If mileages in both classes are reported in a given State, the entries in columns 6 and 7 should be added to give totals in column 8.

For further description and definitions of urban extensions see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Total designated State highway system.—In column 9 should be entered the total mileage on the designated State highway system. The columns which should be added to give the figures to be entered in column 9 will vary from State to State. In a State which has no secondary State highway system or other secondary roads under State control, the entries in column 9 will be obtained by adding the entries in columns 1 and 6. In case there is a secondary State highway system legally designated as such, column 9 should include the entries in column 2. A State-aid system may or may not be a part of the designated State highway system, the decision depending upon the extent of control exercised by the State highway department with respect to construction and maintenance. In general, county or local roads under State control will not be considered as part of the designated State highway system. By definition, connecting streets not on the designated State highway system should not be included in column 9.

Total roads and streets reported.—In column 10 should be entered the total mileage by types on the entire State highway system and its urban extensions, including all subdivisions reported. Entries in column 10 should be the sums of entries in columns 5 and 8.

(12)

Form SM-7
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

ORIGINAL

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

(See Instructions on Reverse Side)

STATE OF Maryland

Primary State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

For Year Ended December 31, 1938

Type of Road	Total Existing Mileage	Enter Below the Number of Miles of Each Type Having the Following Widths in Feet																	
		Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and over
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
A. Primitive																			
B. Unimproved																			
C. Graded and drained																			
D. Soil-surfaced	38.82		3.16	35.10		0.56													
E. Gravel or stone	52.69	0.42	7.16	45.11															
F. Bituminous surface-treated	1,164.82	8.51	422.45	710.24	7.30	13.12	0.17	0.02		1.47		0.44	0.55	0.30		0.25			
G. Mixed bituminous	7.85		0.51	4.12		3.22													
H. Bituminous penetration	834.81	0.67	129.19	208.09	38.84	369.07	56.00	29.79	0.13	0.34	0.04	1.66	0.04	0.34			0.61		
I. Bituminous concrete and sheet asphalt	277.82		20.52	18.59	34.06	128.76	16.06	19.58		20.34	1.02	2.79	0.18	13.60		0.33		0.13	1.86
J. Portland cement concrete	1,651.37	105.62	661.63	503.87	147.28	155.83	7.16	6.70	3.16	10.65		1.80	2.86	40.90	1.84	1.66	0.41		
K. Brick																			
L. Block																			
M. Dual-type	25.10									1.51			4.69	17.68		0.54			0.68
Total	4,053.28	115.22	1244.62	1525.12	227.48	670.56	79.39	56.09	3.29	34.31	1.06	6.69	8.32	72.82	1.84	2.78	1.02	0.13	2.54

U. S. GOVERNMENT PRINTING OFFICE 8—12013

Form SM-7
(1938)

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

STATE OF _____

FOR YEAR ENDED DECEMBER 31, 19____

_____
(Subdivision of State highway system)

CERTIFICATE

DATE _____

I CERTIFY that the information contained herein is correct, to the best of my knowledge and belief.

_____
(Signature of State official)

_____
(Official title)

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of the form. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—All mileages reported on this form should be given to the nearest mile. In entering road mileages according to road type and width, the following definitions of widths of road should be followed: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Data to be reported.—The total existing mileage on the system at the end of the year should be listed by types in column 1. The entries in column 1 should be identical with the entries in column 27, Form SM–4, as executed for the given subdivision of the State highway system or urban extensions.

In columns 2 to 19 there should be entered the total mileage of each type having the widths in feet indicated by the headings of these columns.

In case any roads are reported having a width of 60 feet or over, the actual widths of such roads should be given in notes to the form.

In reporting the width of a divided highway (see instructions for Form SM–8) the width given should be the total width of the two or more surfaced roadways of which the divided highway is composed.

Explanation of widths selected.—Widths of surface from 9 to 11 feet or multiples of such widths are regarded as furnishing full lanes of greater or less adequacy, and widths of from 16 to 17 feet are regarded as the narrowest classifiable as two-lane surfaces. Other widths, not included within the above indicated limits, are regarded as involving fractional lanes, and therefore generally uneconomical. These are the 23–26-foot and the 34–35-foot groups on the form.

Procedure in case of incomplete data.—In case data are not available for a complete subdivision of road mileages by surface width, the form should be compiled as completely as the available information permits. As a minimum, a compilation should be made classifying the mileage of each road type according to the number of traffic lanes. In such a compilation the following designations should be used:

Less than 2 lanes;
2 lanes and less than 3;
3 lanes and less than 4;
4 lanes and less than 5;
5 lanes and less than 6;
6 lanes and over.

Columns 3, 8, 12, 15, 17, and 19 should be used in making the tabulation by number of lanes, as these are the critical widths according to the definitions given above. The headings to these columns should be crossed out and the legends indicating the number of lanes, as stated above, should be entered at the left of each column used.

Form SM-7
(1938)

(13)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

ORIGINAL

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

(See Instructions on Reverse Side)

STATE OF Maryland

Urban Extensions On Designated State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

For Year Ended December 31, 1938.

Type of Road	Total Existing Mileage	Enter Below the Number of Miles of Each Type Having the Following Widths in Feet																	
		Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and over
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
A. Primitive																			
B. Unimproved																			
C. Graded and drained																			
D. Soil-surfaced																			
E. Gravel or stone	0.23		0.23																
F. Bituminous surface-treated	5.31		2.31	0.40	0.37	0.24			1.39					0.60					
G. Mixed bituminous																			
H. Bituminous penetration	7.57			0.83	0.38	3.93	0.81	1.09					0.15	0.38					
I. Bituminous concrete and sheet asphalt	5.77		1.56	1.10		1.17		0.76	0.47		0.16	0.29	0.26						
J. Portland cement concrete	28.05		6.96	1.65	6.37	5.21		2.01	1.96	1.06	0.34	0.31	0.08	1.31		0.18		0.61	
K. Brick	1.78					0.39		0.20	0.37	0.08		0.63	0.11						
L. Block												0.19		0.88					0.28
M. Dual-type	1.35																		
Total	50.06		11.06	3.98	7.12	10.94	0.81	4.06	4.19	1.14	0.50	1.42	0.60	3.17		0.18		0.61	0.28

U. S. GOVERNMENT PRINTING OFFICE 8—12013

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Form SM-8
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

ORIGINAL

(15)

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF Maryland

[Ur]ban Extensions On Designated State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1938.

DUAL-TYPE ROADS						DIVIDED HIGHWAYS								
Road types and widths				Total width in feet	Length in miles	Types and widths of divided roadways						Total surfaced width in feet	Average width of dividing strips	Length in miles
First type		Second type				First roadway		Second roadway		Third roadway				
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
H	18	✓	(-2-8) 16	34	0.19	✓	20	✓	20			40	20	0.73
I	20	✓	(2-10) 20	40	0.88									
[illegible]	71	I	15	86	0.28									
				Total	1.35									

U. S. GOVERNMENT PRINTING OFFICE 8—12008

Form SM-8
(1938)

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

STATE OF_____

FOR YEAR ENDED DECEMBER 31, 19_____

_____
(Subdivision of State highway system)

CERTIFICATE

DATE _____

I CERTIFY that the information contained herein is correct to the best of my knowledge and belief.

_____
(Signature of State official)

S—12008

_____
(Official title)

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Milcage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM–4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Road mileages on this form should be given to the nearest mile. The widths to be given are as follows: For graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Description of form.—This form is divided into two parts. The left-hand portion (cols. 1 to 6) is provided for recording information regarding all dual-type roads on the system. The right-hand portion (cols. 7 to 15) is provided for recording information regarding all divided highways on the system.

It should be noted that the road mileage to be reported and described on this form is not additional to the mileage to be reported on Forms SM–4 and SM–5. Form SM–4 should account for all mileage on the system, including the mileage of dual-type roads and divided highways reported on this form.

Note.—In case roads reported on this form as divided highways also conform to the definition of dual-type roads information regarding these roads should be reported both under "Dual-type roads" and under "Divided highways."

DUAL-TYPE ROADS

Definition.—The term "Dual type" should be applied to a surface of one type widened by a surface or surfaces of a different type sufficient in width to add at least one traffic lane to the road. For the purposes of this definition, 8 feet is regarded as the minimum width for a traffic lane.

Method of listing.—The total mileage accounted for in column 6 should equal the total mileage reported in column 27, Form SM–4, as the existing mileage of type M, dual type, on the system at the end of the year. The data should be compiled in the form of a descriptive list of dual-type roads. It is permissible to group together on a single line of the form the total mileage of dual-type roads on the system having the same combination of road types and the same widths of each type. It may be found more convenient, however, to devote each line to the description of a single section of dual-type road.

Data to be compiled.—Two pairs of columns are given under the headings "First type" and "Second type" for recording the type symbol and width in feet of the two surface types of which the dual-type road is composed. It is recommended that if the two surface types are of different width the description of the type of greater width be entered under the heading "First type." The relative position of the two surface types on the road need not be recorded on the form. For example, if a road consists of 10 miles of 20-foot bituminous penetration road widened with 11-foot concrete lanes on either side, the entries in columns 1 to 6 should be as follows:

Column 1 (type symbol)	J
Column 2 (width)	22
Column 3 (type symbol)	H
Column 4 (width)	20
Column 5 (total width)	42
Column 6 (length)	10

The mileages reported in column 6 should be added and the total entered at the bottom of the form, to check with Form SM–4.

DIVIDED HIGHWAYS

Definition.—A divided highway is defined as a road on which opposing streams of traffic are separated by a dividing strip. The dividing strip may be a planted area, car tracks, or other separating device, the distinguishing feature being that the opposing streams of traffic are prevented from mingling except at intervals where crossovers are provided. In some cases it will be found that two roadways carrying opposite streams of traffic are separated by a considerable distance, perhaps several hundred feet. Such roads should also be reported as divided highways.

Method of listing.—The data should be compiled in the form of a descriptive list of divided highways. It is permissible to group together on one line the total mileage of divided highways for which identical descriptive entries can be made in columns 7 to 14. It may be found more convenient, however, to list and describe each divided highway separately.

Data to be compiled.—In order to allow for the possibility of at least three roadways separated by dividing strips, three pairs of columns are provided for recording the type and width of each divided roadway. Ordinarily only the first two pairs under the headings "First roadway" and "Second roadway" will be needed. In case there are more than three divided roadways it will be necessary to make a special description, using additional vertical space on the form.

In each pair of columns used the divided roadway should be described by type symbol and width in feet. The total width of surfaced roadway should be entered in column 13, the average or prevailing width of the dividing strip or strips in column 14, and the length of the road in miles in column 15. For example, a 10-mile road, consisting of two 20-foot concrete roadways separated by a 30-foot dividing strip would be reported as follows:

Column 7 (type symbol)	J
Column 8 (width)	20
Column 9 (type symbol)	J
Column 10 (width)	20
Column 13 (total width)	40
Column 14 (dividing strip)	30
Column 15 (length)	10

In case one or more of the divided roadways is of dual type it will be necessary to use three lines to report the given road. The type symbols and widths of the two surfaces composing the divided roadway should be recorded on two successive lines, and the total width of the roadway should be given on the third line.

The length in miles to be reported in column 15 should, under ordinary circumstances, be the length as measured at the center of the dividing strip. In case the roadways are separated by a considerable distance or for some other reason the above method is impracticable, the average length of the two or more divided roadways should be recorded.

Form SM-8
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

ORIGINAL

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

(See Instructions on Reverse Side)

STATE OF Maryland

For Year Ended December 31, 1938.

Primary State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

Dual-Type Roads						Divided Highways								
Road types and widths				Total width in feet	Length in miles	Types and widths of divided roadways						Total surfaced width in feet	Average width of dividing strips	Length in miles
First type		Second type				First roadway		Second roadway		Third roadway				
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
H	16	J	(2-Var.) 24	40	0.40	H	16							
						J	(2-Var) 24	J	40			80	12	0.40
H	16	J	(2-Var.) 54	70	0.09	H	16							
						J	(2-Var) 54	J	40			110	12	0.09
I	16	J	(2-10) 20	36	2.86									
I	20	J	(2-10) 20	40	18.88									
I	22	J	10	32	0.54	I	32	I	29			61	21	1.19
						I	24	I	24			48	42	0.33
J	(2-8) 16	H	14	30	0.97									
J	(2-12.6) 25	H	15	40	0.63	J	12	J	12			24	20	0.41
J	71	I	15	86	0.19	J	20	J	20			40	6	3.03
						J	20	J	20			40	6 to 50	0.62
I-J-K	20-21	J	16-24	36-45	0.54	J	20	J	20			40	30	27.54
						J	20	J	20			40	50	3.78
				Total	25.10									

U. S. GOVERNMENT PRINTING OFFICE 8—12008

Form SM-8
(1938)

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

STATE OF_____

FOR YEAR ENDED DECEMBER 31, 19____

_____
(Subdivision of State highway system)

CERTIFICATE

DATE _____

I CERTIFY that the information contained herein is correct to the best of my knowledge and belief.

_____
(Signature of State official)

_____
(Official title)

8—12008

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM–4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Road mileages on this form should be given to the nearest mile. The widths to be given are as follows: For graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Description of form.—This form is divided into two parts. The left-hand portion (cols. 1 to 6) is provided for recording information regarding all dual-type roads on the system. The right-hand portion (cols. 7 to 15) is provided for recording information regarding all divided highways on the system.

It should be noted that the road mileage to be reported and described on this form is not additional to the mileage to be reported on Forms SM–4 and SM–5. Form SM–4 should account for all mileage on the system, including the mileage of dual-type roads and divided highways reported on this form.

Note.—In case roads reported on this form as divided highways also conform to the definition of dual-type roads information regarding these roads should be reported both under "Dual-type roads" and under "Divided highways."

DUAL-TYPE ROADS

Definition.—The term "Dual type" should be applied to a surface of one type widened by a surface or surfaces of a different type sufficient in width to add at least one traffic lane to the road. For the purposes of this definition, 8 feet is regarded as the minimum width for a traffic lane.

Method of listing.—The total mileage accounted for in column 6 should equal the total mileage reported in column 27, Form SM–4, as the existing mileage of type M, dual type, on the system at the end of the year. The data should be compiled in the form of a descriptive list of dual-type roads. It is permissible to group together on a single line of the form the total mileage of dual-type roads on the system having the same combination of road types and the same widths of each type. It may be found more convenient, however, to devote each line to the description of a single section of dual-type road.

Data to be compiled.—Two pairs of columns are given under the headings "First type" and "Second type" for recording the type symbol and width in feet of the two surface types of which the dual-type road is composed. It is recommended that if the two surface types are of different width the description of the type of greater width be entered under the heading "First type." The relative position of the two surface types on the road need not be recorded on the form. For example, if a road consists of 10 miles of 20-foot bituminous penetration road widened with 11-foot concrete lanes on either side, the entries in columns 1 to 6 should be as follows:

Column 1 (type symbol)	J
Column 2 (width)	22
Column 3 (type symbol)	H
Column 4 (width)	20
Column 5 (total width)	42
Column 6 (length)	10

The mileages reported in column 6 should be added and the total entered at the bottom of the form, to check with Form SM–4.

DIVIDED HIGHWAYS

Definition.—A divided highway is defined as a road on which opposing streams of traffic are separated by a dividing strip. The dividing strip may be a planted area, car tracks, or other separating device, the distinguishing feature being that the opposing streams of traffic are prevented from mingling except at intervals where crossovers are provided. In some cases it will be found that two roadways carrying opposite streams of traffic are separated by a considerable distance, perhaps several hundred feet. Such roads should also be reported as divided highways.

Method of listing.—The data should be compiled in the form of a descriptive list of divided highways. It is permissible to group together on one line the total mileage of divided highways for which identical descriptive entries can be made in columns 7 to 14. It may be found more convenient, however, to list and describe each divided highway separately.

Data to be compiled.—In order to allow for the possibility of at least three roadways separated by dividing strips, three pairs of columns are provided for recording the type and width of each divided roadway. Ordinarily only the first two pairs under the headings "First roadway" and "Second roadway" will be needed. In case there are more than three divided roadways it will be necessary to make a special description, using additional vertical space on the form.

In each pair of columns used the divided roadway should be described by type symbol and width in feet. The total width of surfaced roadway should be entered in column 13, the average or prevailing width of the dividing strip or strips in column 14, and the length of the road in miles in column 15. For example, a 10-mile road, consisting of two 20-foot concrete roadways separated by a 30-foot dividing strip would be reported as follows:

Column 7 (type symbol)	J
Column 8 (width)	20
Column 9 (type symbol)	J
Column 10 (width)	20
Column 13 (total width)	40
Column 14 (dividing strip)	30
Column 15 (length)	10

In case one or more of the divided roadways is of dual type it will be necessary to use three lines to report the given road. The type symbols and widths of the two surfaces composing the divided roadway should be recorded on two successive lines, and the total width of the roadway should be given on the third line.

The length in miles to be reported in column 15 should, under ordinary circumstances, be the length as measured at the center of the dividing strip. In case the roadways are separated by a considerable distance or for some other reason the above method is impracticable, the average length of the two or more divided roadways should be recorded.

Form SM-8
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

ORIGINAL

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

(See Instructions on Reverse Side)

STATE OF ____________________

For Year Ended December 31, 19___

____
(Indicate above the subdivision of State highway system (or other system) reported on this form)

Dual-Type Roads						Divided Highways								
Road types and widths				Total width in feet	Length in miles	Types and widths of divided roadways						Total surfaced width in feet	Average width of dividing strips	Length in miles
First type		Second type				First roadway		Second roadway		Third roadway				
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
H	18	J	(2-8) 16	34	0.19	J	20	J	20			40	20	0.73
I	20	J	(2-10) 20	40	0.64									
I	20	J	(2-10) 20	40	0.14									
I	20	J	(2-10) 20	40	0.10									
J	71	I	15	86	0.28									
				Total	1.35									

U. S. GOVERNMENT PRINTING OFFICE 8—12008

Form SM-8
(1938)

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

STATE OF.....

FOR YEAR ENDED DECEMBER 31, 19.....

.....
(Subdivision of State highway system)

CERTIFICATE

DATE .....

I CERTIFY that the information contained herein is correct to the best of my knowledge and belief.

.....
(Signature of State official)

8—12006

.....
(Official title)

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed f... subdivision of the State highway system and its urban extensions. See mimeogr... General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symb... A to M, are given in the left-hand portion of Form SM–4. For definitions of types ... mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Road mileages on this form should be given to the nearest mil... The widths to be given are as follows: For graded and drained roads (type C), the width ... shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Description of form.—This form is divided into two parts. The left-hand portion (cols. 1 to 6) is provided for recording information regarding all dual-type roads on the system. The right-hand portion (cols. 7 to 15) is provided for recording information regarding all divided highways on the system.

It should be noted that the road mileage to be reported and described on this form is not additional to the mileage to be reported on Forms SM–4 and SM–5. Form SM–4 should account for all mileage on the system, including the mileage of dual-type roads and divided highways reported on this form.

Note.—In case roads reported on this form as divided highways also conform to the definition of dual-type roads information regarding these roads should be reported both under "Dual-type roads" and under "Divided highways."

DUAL-TYPE ROADS

Definition.—The term "Dual type" should be applied to a surface of one type widened by a surface or surfaces of a different type sufficient in width to add at least one traffic lane to the road. For the purposes of this definition, 8 feet is regarded as the minimum width for a traffic lane.

Method of listing.—The total mileage accounted for in column 6 should equal the total mileage reported in column 27, Form SM–4, as the existing mileage of type M, dual type, on the system at the end of the year. The data should be compiled in the form of a descriptive list of dual-type roads. It is permissible to group together on a single line of the form the total mileage of dual-type roads on the system having the same combination of road types and the same widths of each type. It may be found more convenient, however, ... devote each line to the description of a single section of dual-type road.

Data to be compiled.—Two pairs of columns are given under the headings "First type" and "Second type" for recording the type symbol and width in feet of the two surface types of which the dual-type road is composed. It is recommended that if the two surface types are of different width the description of the type of greater width be entered under the heading "First type." The relative position of the two surface types on the road need not be recorded on the form. For example, if a road consists of 10 miles of 20-foot bituminous penetration road widened with 11-foot concrete lanes on either side, the entries in columns 1 to 6 should be as follows:

Column 1 (type symbol)	J
Column 2 (width)	22
Column 3 (type symbol)	H
Column 4 (width)	20
Column 5 (total width)	42
Column 6 (length)	10

The mileages reported in column 6 should be added and the total entered at the bottom of the form, to check with Form SM–4.

DIVIDED HIGHWAYS

Definition.—A divided highway is defined as a road on which opposing streams of traffic are separated by a dividing strip. The dividing strip may be a planted area, car tracks, or other separating device, the distinguishing feature being that the opposing streams of traffic are prevented from mingling except at intervals where crossovers are provided. In some cases it will be found that two roadways carrying opposite streams of traffic are separated by a considerable distance, perhaps several hundred feet. Such ... should also be reported as divided highways.

Method of listing.—The data should be compiled in the form of a descriptive list of divided highways. It is permissible to group together on one line the total mileage of divided highways for which identical descriptive entries can be made in columns 7 to 14. It may be found more convenient, however, to list and describe each divided highway separately.

Data to be compiled.—In order to allow for the possibility of at least three roadways separated by dividing strips, three pairs of columns are provided for recording the type and width of each divided roadway. Ordinarily only the first two pairs under the headings "First roadway" and "Second roadway" will be needed. In case there are more than three divided roadways it will be necessary to make a special description, using additional vertical space on the form.

In each pair of columns used the divided roadway should be described by type symbol and width in feet. The total width of surfaced roadway should be entered in column 13, the average or prevailing width of the dividing strip or strips in column 14, and the length of the road in miles in column 15. For example, a 10-mile road, consisting of two 20-foot concrete roadways separated by a 30-foot dividing strip would be reported as follows:

Column 7 (type symbol)	J
Column 8 (width)	20
Column 9 (type symbol)	J
Column 10 (width)	20
Column 13 (total width)	40
Column 14 (dividing strip)	30
Column 15 (length)	10

In case one or more of the divided roadways is of dual type it will be necessary to ... three lines to report the given road. The type symbols and widths of the two surfaces composing the divided roadway should be recorded on two successive lines, and the total width of the roadway should be given on the third line.

The length in miles to be reported in column 15 should, under ordinary circumstances, be the length as measured at the center of the dividing strip. In case the roadways are separated by a considerable distance or for some other reason the above method is impracticable, the average length of the two or more divided roadways should be recorded.

Form SM-1

Sheet 1 of 4

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

ORIGINAL

JAN 31 1939

PROJECT RECORD OF ROAD CONSTRUCTION

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF Maryland

Primary State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1937

Project No.		Location	Road Replaced				Road Built				Net Miles Abandoned (7–11)	
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles		
State	Federal		Description	Type symbol			Description	Type symbol				
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	
P-296	MD 637	Branch Ave Relac.	New location	—	—	—	Stabilized Earth	O	20	0.56	—	X
AW-536?	MD 214	Central Ave	Untreated Gravel	E	20	2.63	Treated Gravel	F	20	2.63	—	X
[illegible]262	400	Sabillasville-Blue Ridge	New Location	—	—	—	Penetration Mac.	H	20	0.19	—	X
[illegible]262	400	" "	" "	—	—	—	" "	H	20	1.62	—	X
W-170	US 40 Alt 197	Huyetts-Conococheague	Pen. Mac.	H	22	0.09	Pen. Mac. (Rel.)	H	20	0.09	0.09	X
H-204	MD 24	Frogtown-Forest Hill	" "	H	16	1.19	" "	H	16	1.19	—	X
M-295	MD 27	Ho. Co. Line-Kings Valley	Concrete	J	14	2.05	" "	H	20	2.05	—	X
G-125	US 40	Keyser Ridge-Pa. Line	Pen. Mac.	H	23	3.58	Amiesite	I	23	3.58	—	X
G-125	US 40	Thru Grantsville	" "	H	23	0.81	"	I	23	0.81	—	X
W-231	US 40	Licking Cr.-Indian Spring	" "	H	22	1.18	"	I	22	1.18	—	X
W-231	US 40	Conococheague Sect.	" "	H	22	0.59	"	I	22	0.59	—	X
F-298	US 15	Emmitsburg-Pa. Line	" "	H	20	1.27	"	I	20	1.27	—	X
[illegible]75	US-1	Washington Blvd.	Bit. Conc.	I	40	1.00	"	I	40	1.00	—	X
[illegible]222		National Pike at Narrows Pk.	Concrete	J	20	2.80	"	I	20	2.80	—	X
Ce.-190	US-1	Porter's Br.-Rising Sun	"	J	21	2.00	"	I	21	2.00	—	X
AA-233	US-50	Defence Highway	"	J	20	0.95	"	I	20	0.95	—	X
B-377	MD 7	White Marsh-Big Gunpowder	"	J	18	2.00	"	I	18	2.00	—	X
B-378	MD 7	" "-Har. Co. Line	"	J	18	1.00	"	I	18	1.00	—	X
CL-187	MD 26	Liberty Road	"	J	20	2.22	"	I	20	2.22	—	X
F-299	US 240	Fred.-Hyattstown	"	J	21	2.69	"	I	21	2.69	—	X
F-298		Thru Emmitsburg	"	J	24	0.27	"	I	24	0.27	—	X
B-318	US 40 Alt 335	Gov. Nice Highway	New Location	—	—	—	Divided Highway 30' Park Area	J	2-20	3.97	—	X
B-317	US 40 Alt 335	" " "	" "	—	—	—	" "	J	2-20	3.31	—	X
[illegible]73	US 40 Alt 393	Hoffmans Approach	" "	—	—	—	Concrete	J	20	0.18	—	X
[illegible]73	US 40 Alt 393	" "	" "	—	—	—	"	J	20	0.06	—	X
AA-73	US 40 Alt 393	" "	" "	—	—	—	"	J	30	0.38	—	X
AA-74	US 40 Alt 399	Dorsey Approach	" "	—	—	—	"	J	20	0.21	—	X
AA-74	US 40 Alt 399	" "	" "	—	—	—	"	J	30	0.15	—	X

U. S. GOVERNMENT PRINTING OFFICE 8—12009

Form SM–1
(1938)

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF _____

FOR YEAR ENDED DECEMBER 31, 19____

_____
(Subdivision of State highway system)

8—12009

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM–4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Lengths of road projects should be given to the nearest tenth of a mile. Widths should be given to the nearest foot. The widths to be given are as follows: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Projects to be reported.—Each individual road construction project completed during the year should be reported on this form, with the exception of projects consisting of road widening, which are to be reported on Form SM–2. (See instructions, Form SM–2.) Projects in which the work was subdivided into two or more contracts should be reported as one; i. e., if a road was graded and drained under one contract and then surfaced under another contract, these two operations should be reported as one surfacing operation, although the fact that the road was graded or regraded may be stated in column 8. Grading and draining should not be reported as a completed project unless the graded road has been opened to traffic, or is to be so opened, for an extended period prior to surfacing. If it is not to be used for an extended period unsurfaced, the project should not be reported until the surfacing has been laid.

Construction by maintenance forces, etc.—All work which results in change of surface type, or effective reconstruction of the same type, should be reported, whether accomplished by contract, by force account, by relief labor, or by maintenance forces. The reporting of construction by maintenance forces should be sufficiently complete to avoid the necessity of making revisions of surface type in subsequent years because of gradual improvement of a road through maintenance.

Order of listing projects.—The preferable order of listing projects is as follows. Arrange the new construction by types in ascending order (types C to M). The projects of the same type should in turn be arranged in ascending order of the road types replaced, with construction on new location placed first. This procedure will facilitate transfer of the data to the Highway Mileage Analysis Schedule, Form SM–4.

Location.—The Washington office will make no tabulations using the locations of projects. Column 3 is provided for the use of the State highway department in case the form is used as an office record.

Road replaced.—In case the new construction replaced an existing surface, the road type, width in feet, and length in miles of the replaced road should be given in columns 4 to 7. In column 4 the type of surface should be described, and in column 5 the appropriate type symbol (A to M) should be given.

Road built.—Similarly, description, type symbol, width in feet, and length in miles of the new construction are to be entered in columns 8 to 11. As there is no limit to the vertical space which may be used for a given project, any necessary description in addition to the statement of surface type may be given in column 8.

Net miles abandoned.—Because of the fact that roads which are resurfaced are often partially relocated, the completed road is frequently of less length than the road replaced. In order to account for such reductions in length, the amount by which the mileage replaced exceeds the mileage built (col. 7—col. 11) should be entered in column 12.

In some cases the length of the new construction is the greater. In such a case the excess of mileage built over mileage replaced should be recorded as having been built on new location (see below); and column 12 should contain no entry. For example, if 21 miles of portland-cement concrete replaced 20 miles of gravel, the form should show, on two successive lines and against the same project number, that (1) 20 miles of type J road replaced 20 miles of type E, and (2) that 1 mile of type J was built on new location. This procedure conflicts to a certain extent with the preferred order of listing projects; but such cases are exceptional.

If a section of road is built on new location, but replaces an existing road which is abandoned upon completion of the project, the replacement of the old road by the new should be recorded on this form in the same manner as if the new road were constructed upon the previously existing surface. The fact that the road was relocated should be noted in column 8.

Other abandonments.—In case a road is abandoned, because of disuse or other reason, without being replaced by a new road during the same year, this fact should also be recorded on Form SM–1. The type of road, type symbol, width in feet, and length in miles should be entered in columns 4 to 7; and the length in miles should also be entered as miles abandoned in column 12.

Construction on new location.—In case a given project was built upon a new location (not replacing an existing surface) this fact should be stated in column 4; and columns 5, 6, and 7 will have no entries.

In some cases new construction will replace an existing road but the latter will not be abandoned. The older road may remain as a State highway or it may be turned back to the county or local authorities for use. In either case the new road built in its place should be entered as having been built on new location. In case the old road was turned back to county or local authorities, the fact that it was transferred out of the system should be recorded on Form SM–3, Record of Road Mileage Transferred. This statement also applies if the old road was transferred from the primary to the secondary State highway system, or other system under State control.

It may be that a portion of a project will result in the replacement of existing surface, while the remainder of the project will be constructed on new location, with the old surface still in existence as a State, county, or local road. In such a case it will be necessary to report the two portions of the project separately on the form.

Dual-type construction.—Construction of a dual-type road should be reported by using two or more lines, so that the description, type symbol, and width in feet of the two surfaces may be made clear. The data should be transferred to Form SM–4 as construction of type M surface. Dual-type construction which consists of widening an existing road with a different type should not be reported on this form, but should be reported on Form SM–2.

Construction of divided highways.—Projects so constructed that opposing streams of traffic are separated by a dividing strip should be fully described in column 8. The road type and width of each divided roadway and the average or prevailing width of the dividing strip or strips should be given.

Construction on roads added to system during year.—Construction work on roads added to the system during the year should be reported on this form, and should be cross-refereneed to Form SM–3. The status of the road prior to the construction work reported should be given under "Road Replaced," columns 4 to 7. In some cases roads taken over from the county or secondary systems are not considered as added to the State highway system until after construction work by the State highway department. Nevertheless, such construction and subsequent addition should be reported on this form in the same manner as in the case when roads are added and subsequently surfaced.

Form SM-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

ORIGINAL

PROJECT RECORD OF ROAD CONSTRUCTION

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF Maryland

Primary State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1937

PROJECT NO.		LOCATION	ROAD REPLACED				ROAD BUILT				NET MILES ABANDONED (7—11)	
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles		
State	Federal		Description	Type symbol			Description	Type symbol				
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	
Ho-161	399	Dorsey Approach	New Location	—	—	—	Concrete	J	20	0.24	—	X
Q-79		Churchhill-Centerville	Bit. Surf. Treated	F	16	0.44	" (Reloc.)	J	20	0.40	0.04	X
A-185	158	National Pike	Pen. Mac.	H	22	1.75	" (Reloc.)	J	20	1.75	0.04	X
W-170	171+197	" "	" "	H	22	2.87	" (")	J	20	2.87	0.07	X
[illegible]	171	" "	" "	H	22	0.07	"	J	44	0.07	—	X
[illegible]	P.W.A.	Gov. Nice Highway	" "	H	20	1.30	Divided Highway 30' Park Area	J	2-20	1.31	—	X
H-188	P.W.A.	" " "	Concrete	J	18	0.69	" "	J	2-20	0.69	—	X
H-188	P.W.A.	" " "	"	J	20	1.71	" "	J	2-20	1.70	0.06	X
AA-73	393	Harmans Approach	"	J	16	0.10	Concrete (Relac)	J	20	0.10	0.12	X
A.A-73	393	" "	"	J	16	0.04	" (Relac)	J	20	0.04	0.04	X

U. S. GOVERNMENT PRINTING OFFICE 8—12009

Form SM–1
(1938)

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF _____

FOR YEAR ENDED DECEMBER 31, 19_____

_____
(Subdivision of State highway system)

8—12009

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM–4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Lengths of road projects should be given to the nearest tenth of a mile. Widths should be given to the nearest foot. The widths to be given are as follows: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Projects to be reported.—Each individual road construction project completed during the year should be reported on this form, with the exception of projects consisting of road widening, which are to be reported on Form SM–2. (See instructions, Form SM–2.) Projects in which the work was subdivided into two or more contracts should be reported as one; i. e., if a road was graded and drained under one contract and then surfaced under another contract, these two operations should be reported as one surfacing operation, although the fact that the road was graded or regraded may be stated in column 8. Grading and draining should not be reported as a completed project unless the graded road has been opened to traffic, or is to be so opened, for an extended period prior to surfacing. If it is not to be used for an extended period unsurfaced, the project should not be reported until the surfacing has been laid.

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Order of listing projects.—The preferable order of listing projects is as follows. Arrange the new construction by types in ascending order (types C to M). The projects of the same type should in turn be arranged in ascending order of the road types replaced, with construction on new location placed first. This procedure will facilitate transfer of the data to the Highway Mileage Analysis Schedule, Form SM–4.

Location.—The Washington office will make no tabulations using the locations of projects. Column 3 is provided for the use of the State highway department in case the form is used as an office record.

Road replaced.—In case the new construction replaced an existing surface, the road type, width in feet, and length in miles of the replaced road should be given in columns 4 to 7. In column 4 the type of surface should be described, and in column 5 the appropriate type symbol (A to M) should be given.

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Net miles abandoned.—Because of the fact that roads which are resurfaced are often partially relocated, the completed road is frequently of less length than the road replaced. In order to account for such reductions in length, the amount by which the mileage replaced exceeds the mileage built (col. 7—col. 11) should be entered in column 12.

In some cases the length of the new construction is the greater. In such a case the excess of mileage built over mileage replaced should be recorded as having been built on new location (see below); and column 12 should contain no entry. For example, if 21 miles of portland-cement concrete replaced 20 miles of gravel, the form should show, on two successive lines and against the same project number, that (1) 20 miles of type J road replaced 20 miles of type E, and (2) that 1 mile of type J was built on new location. This procedure conflicts to a certain extent with the preferred order of listing projects; but such cases are exceptional.

If a section of road is built on new location, but replaces an existing road which is abandoned upon completion of the project, the replacement of the old road by the new should be recorded on this form in the same manner as if the new road were constructed upon the previously existing surface. The fact that the road was relocated should be noted in column 8.

Other abandonments.—In case a road is abandoned, because of disuse or other reason, without being replaced by a new road during the same year, this fact should also be recorded on Form SM–1. The type of road, type symbol, width in feet, and length in miles should be entered in columns 4 to 7; and the length in miles should also be entered as miles abandoned in column 12.

Construction on new location.—In case a given project was built upon a new location (not replacing an existing surface) this fact should be stated in column 4; and columns 5, 6, and 7 will have no entries.

In some cases new construction will replace an existing road but the latter will not be abandoned. The older road may remain as a State highway or it may be turned back to the county or local authorities for use. In either case the new road built in its place should be entered as having been built on new location. In case the old road was turned back to county or local authorities, the fact that it was transferred out of the system should be recorded on Form SM–3, Record of Road Mileage Transferred. This statement also applies if the old road was transferred from the primary to the secondary State highway system, or other system under State control.

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Dual-type construction.—Construction of a dual-type road should be reported by using two or more lines, so that the description, type symbol, and width in feet of the two surfaces may be made clear. The data should be transferred to Form SM–4 as construction of type M surface. Dual-type construction which consists of widening an existing road with a different type should not be reported on this form, but should be reported on Form SM–2.

Construction of divided highways.—Projects so constructed that opposing streams of traffic are separated by a dividing strip should be fully described in column 8. The road type and width of each divided roadway and the average or prevailing width of the dividing strip or strips should be given.

Construction on roads added to system during year.—Construction work on roads added to the system during the year should be reported on this form, and should be cross-referenced to Form SM–3. The status of the road prior to the construction work reported should be given under "Road Replaced," columns 4 to 7. In some cases roads taken over from the county or secondary systems are not considered as added to the State highway system until after construction work by the State highway department. Nevertheless, such construction and subsequent addition should be reported on this form in the same manner as in the case when roads are added and subsequently surfaced.

Form SM-1
(1936)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

ORIGINAL

PROJECT RECORD OF ROAD CONSTRUCTION

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF Maryland

Secondary State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1937

PROJECT NO.		LOCATION	ROAD REPLACED				ROAD BUILT				NET MILES ABANDONED (7—11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Co-104	419	American Cor-Graves Cem	Unimproved	B	24	2.95	Stabilized Earth	D	16	2.95	—
Co-104	419	" " " "	Stone	E	9	0.30	" "	D	16	0.30	—
215	405 X	Oakington Relac.	New Location	—	—	—	Untreated Gravel	E	14	0.90	—
168	308	Allen Fresh-Dentsville	Unimproved	B	16	2.68	" "	E	16	2.68	—
Ch 163		La Platta-Bryantown	Untreated Gravel	E	12	1.17	" "	E	16	1.17	—
D-102	Mp 304	Centerville Ruthsburg	" "	E	20	1.51	Traffic Bound Macadam	E	16	1.51	—
Ch AW-540		Waldorf-Berry	Untreated Gravel	E	16	2.26	Treated Gravel	F	16	2.26	—
Ch. AW-540		Wayside-Morgantown	" "	E	12	2.18	" "	F	12	2.18	—
Ch. AW-540		Oraville-Turner	" "	E	16	1.38	" "	F	16	1.38	—
SM AW-540	MD 234	New Market-Budd Cr.	" "	E	16	2.95	" "	F	16	2.95	—
SM AW-540		Beauvue-Valley Lee	" "	E	16	0.99	" "	F	16	0.99	—
SM AW-540		Valleylee-Beauvue	" "	E	16	0.40	" "	F	16	0.40	—
AW-540		White's Neck Rd.	" "	E	16	1.54	" "	F	16	1.54	—
AW-540		Three Notch Rd.	" "	E	16	1.33	" "	F	16	1.33	—
QA AW-535		Corsica Neck Rd.	" "	E	16	0.33	" "	F	16	0.33	—
K AW-535		Lee's Cor.-Chesterville	" "	E	16	0.31	" "	F	16	0.31	—
NO-142		Wharf Rd. Ocean City	New Location	—	—	—	Sand Asphalt	G	20	0.99	—
W-146		Salisbury-Powellville Rd. Wango	Unimproved	B	12	0.40	Sand Bit. Road Mix	G	16	0.40	—
W-146		" " " Parsonburg	"	B	15	0.78	" " " "	G	16	0.78	—
W-146		Powellville-Willard Rd. Pittsville	"	B	12	0.82	" " " "	G	16	0.82	—
A-162		Winchester Br. Rd.	New Location	—	—	—	Penetration Macadam	H	20	0.28	—
H-201		Cresswell-Fountain Green	Unimproved	B	16	3.72	" "	H	16	3.72	—

U. S. GOVERNMENT PRINTING OFFICE 8—12009

Form SM–1
(1938)

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF _____

FOR YEAR ENDED DECEMBER 31, 19_____

_____
(Subdivision of State highway system)

8—12009

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM–4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Lengths of road projects should be given to the nearest tenth of a mile. Widths should be given to the nearest foot. The widths to be given are as follows: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Projects to be reported.—Each individual road construction project completed during the year should be reported on this form, with the exception of projects consisting of road widening, which are to be reported on Form SM–2. (See instructions, Form SM–2.) Projects in which the work was subdivided into two or more contracts should be reported as one; i. e., if a road was graded and drained under one contract and then surfaced under another contract, these two operations should be reported as one surfacing operation, although the fact that the road was graded or regraded may be stated in column 8. Grading and draining should not be reported as a completed project unless the graded road has been opened to traffic, or is to be so opened, for an extended period prior to surfacing. If it is not to be used for an extended period unsurfaced, the project should not be reported until the surfacing has been laid.

Construction by maintenance forces, etc.—All work which results in change of surface type, or effective reconstruction of the same type, should be reported, whether accomplished by contract, by force account, by relief labor, or by maintenance forces. The reporting of construction by maintenance forces should be sufficiently complete to avoid the necessity of making revisions of surface type in subsequent years because of gradual improvement of a road through maintenance.

Order of listing projects.—The preferable order of listing projects is as follows. Arrange the new construction by types in ascending order (types C to M). The projects of the same type should in turn be arranged in ascending order of the road types replaced, with construction on new location placed first. This procedure will facilitate transfer of the data to the Highway Mileage Analysis Schedule, Form SM–4.

Location.—The Washington office will make no tabulations using the locations of projects. Column 3 is provided for the use of the State highway department in case the form is used as an office record.

Road replaced.—In case the new construction replaced an existing surface, the road type, width in feet, and length in miles of the replaced road should be given in columns 4 to 7. In column 4 the type of surface should be described, and in column 5 the appropriate type symbol (A to M) should be given.

Road built.—Similarly, description, type symbol, width in feet, and length in miles of the new construction are to be entered in columns 8 to 11. As there is no limit to the vertical space which may be used for a given project, any necessary description in addition to the statement of surface type may be given in column 8.

Net miles abandoned.—Because of the fact that roads which are resurfaced are often partially relocated, the completed road is frequently of less length than the road replaced. In order to account for such reductions in length, the amount by which the mileage replaced exceeds the mileage built (col. 7—col. 11) should be entered in column 12.

In some cases the length of the new construction is the greater. In such a case the excess of mileage built over mileage replaced should be recorded as having been built on new location (see below); and column 12 should contain no entry. For example, if 21 miles of portland-cement concrete replaced 20 miles of gravel, the form should show, on two successive lines and against the same project number, that (1) 20 miles of type J road replaced 20 miles of type E, and (2) that 1 mile of type J was built on new location. This procedure conflicts to a certain extent with the preferred order of listing projects; but such cases are exceptional.

If a section of road is built on new location, but replaces an existing road which is abandoned upon completion of the project, the replacement of the old road by the new should be recorded on this form in the same manner as if the new road were constructed upon the previously existing surface. The fact that the road was relocated should be noted in column 8.

Other abandonments.—In case a road is abandoned, because of disuse or other reason, without being replaced by a new road during the same year, this fact should also be recorded on Form SM–1. The type of road, type symbol, width in feet, and length in miles should be entered in columns 4 to 7; and the length in miles should also be entered as miles abandoned in column 12.

Construction on new location.—In case a given project was built upon a new location (not replacing an existing surface) this fact should be stated in column 4; and columns 5, 6, and 7 will have no entries.

In some cases new construction will replace an existing road but the latter will not be abandoned. The older road may remain as a State highway or it may be turned back to the county or local authorities for use. In either case the new road built in its place should be entered as having been built on new location. In case the old road was turned back to county or local authorities, the fact that it was transferred out of the system should be recorded on Form SM–3, Record of Road Mileage Transferred. This statement also applies if the old road was transferred from the primary to the secondary State highway system, or other system under State control.

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Construction on roads added to system during year.—Construction work on roads added to the system during the year should be reported on this form, and should be cross-referenced to Form SM–3. The status of the road prior to the construction work reported should be given under "Road Replaced," columns 4 to 7. In some cases roads taken over from the county or secondary systems are not considered as added to the State highway system until after construction work by the State highway department. Nevertheless, such construction and subsequent addition should be reported on this form in the same manner as in the case when roads are added and subsequently surfaced.

Form SM-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

ORIGINAL

PROJECT RECORD OF ROAD CONSTRUCTION

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF Maryland

Urban Extensions On Designated State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1937

Project No.		Location	Road Replaced				Road Built				Net Miles Abandoned (7—11)
			Type of road		Width in feet	Length in miles	Type of road		Width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
A-211		Water St.-Frostburg	Concrete	J	15	0.04	Amiesite	I	21	0.04	—
A-211	0540	Main St. "	Vitrified Brick	K	36	0.26	"	I	36	0.26	—
S-84	413	Main St Cristfield	Shell	E	24	0.13	Concrete	J	24	0.13	—
225	MD138	Church St Westernport	Vitrified Brick	K	27	0.15	"	J	27	0.15	

U. S. GOVERNMENT PRINTING OFFICE 8—12009

Form SM–1
(1938)

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF .....

FOR YEAR ENDED DECEMBER 31, 19.....

.....
(Subdivision of State highway system)

S—12009

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM–4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Lengths of road projects should be given to the nearest tenth of a mile. Widths should be given to the nearest foot. The widths to be given are as follows: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

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Location.—The Washington office will make no tabulations using the locations of projects. Column 3 is provided for the use of the State highway department in case the form is used as an office record.

Road replaced.—In case the new construction replaced an existing surface, the road type, width in feet, and length in miles of the replaced road should be given in columns 4 to 7. In column 4 the type of surface should be described, and in column 5 the appropriate type symbol (A to M) should be given.

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In some cases the length of the new construction is the greater. In such a case the excess of mileage built over mileage replaced should be recorded as having been built on new location (see below); and column 12 should contain no entry. For example, if 21 miles of portland-cement concrete replaced 20 miles of gravel, the form should show, on two successive lines and against the same project number, that (1) 20 miles of type J road replaced 20 miles of type E, and (2) that 1 mile of type J was built on new location. This procedure conflicts to a certain extent with the preferred order of listing projects; but such cases are exceptional.

If a section of road is built on new location, but replaces an existing road which is abandoned upon completion of the project, the replacement of the old road by the new should be recorded on this form in the same manner as if the new road were constructed upon the previously existing surface. The fact that the road was relocated should be noted in column 8.

Other abandonments.—In case a road is abandoned, because of disuse or other reason, without being replaced by a new road during the same year, this fact should also be recorded on Form SM–1. The type of road, type symbol, width in feet, and length in miles should be entered in columns 4 to 7; and the length in miles should also be entered as miles abandoned in column 12.

Construction on new location.—In case a given project was built upon a new location (not replacing an existing surface) this fact should be stated in column 4; and columns 5, 6, and 7 will have no entries.

In some cases new construction will replace an existing road but the latter will not be abandoned. The older road may remain as a State highway or it may be turned back to the county or local authorities for use. In either case the new road built in its place should be entered as having been built on new location. In case the old road was turned back to county or local authorities, the fact that it was transferred out of the system should be recorded on Form SM–3, Record of Road Mileage Transferred. This statement also applies if the old road was transferred from the primary to the secondary State highway system, or other system under State control.

It may be that a portion of a project will result in the replacement of existing surface, while the remainder of the project will be constructed on new location, with the old surface still in existence as a State, county, or local road. In such a case it will be necessary to report the two portions of the project separately on the form.

Dual-type construction.—Construction of a dual-type road should be reported by using two or more lines, so that the description, type symbol, and width in feet of the two surfaces may be made clear. The data should be transferred to Form SM–4 as construction of type M surface. Dual-type construction which consists of widening an existing road with a different type should not be reported on this form, but should be reported on Form SM–2.

Construction of divided highways.—Projects so constructed that opposing streams of traffic are separated by a dividing strip should be fully described in column 8. The road type and width of each divided roadway and the average or prevailing width of the dividing strip or strips should be given.

Construction on roads added to system during year.—Construction work on roads added to the system during the year should be reported on this form, and should be cross-referenced to Form SM–3. The status of the road prior to the construction work reported should be given under "Road Replaced," columns 4 to 7. In some cases roads taken over from the county or secondary systems are not considered as added to the State highway system until after construction work by the State highway department. Nevertheless, such construction and subsequent addition should be reported on this form in the same manner as in the case when roads are added and subsequently surfaced.

Form SM-2
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

(ORIGINAL)

PROJECT RECORD OF ROAD WIDENING

(See Instructions on Reverse Side)

STATE OF Maryland

For Year Ended December 31, 1937

(Indicate above the subdivision of State highway system (or other system) reported on this form)

Project No.		Location	Road Before Widening				Widening Operation			Road After Widening						Net Miles Abandoned
			Type of road		Width in feet	Length in miles	Type of widening laid		Width in feet	Road types (if single type use only cols. 11 and 12)				Total width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol		Type symbol	Width in feet	Type symbol	Width in feet			(7−16)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
			NONE													

U. S. GOVERNMENT PRINTING OFFICE 8—12006

Form SM-2
(1938)

PROJECT RECORD OF ROAD WIDENING

STATE OF _____

FOR YEAR ENDED DECEMBER 31, 19____

_____
(Subdivision of State highway system)

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM–4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Lengths of road projects should be given to the nearest tenth of a mile. Widths should be given to the nearest foot. The widths to be given are as follows: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Projects to be reported.—This form should be used for reporting all road-construction projects in which the previously existing surface, or at least 8 feet of the width thereof, is retained as a part of the completed surface. If, however, the previously existing surface is covered with a surface treatment or bituminous mat adding 1 inch or more to the thickness of the surface, the road should be considered to have been resurfaced, and the project should be reported on Form SM–1 rather than on this form. (See mimeographed General Instructions for the Compilation of State Highway Mileage Data, p. 11.)

Road before widening.—The status of the road before widening should be given in columns 4 to 7. In column 4 the type of surface should be described and in column 5 the appropriate type symbol (A to M) should be given.

Widening operation.—Similarly, description, type symbol, and width in feet of the widening laid are to be entered in columns 8 to 10. As there is no limit to the vertical space which may be used for a given project, any necessary description in addition to the statement of surface type may be given in column 8.

Road after widening.—In columns 11 to 16 the status of the road after widening should be given. As widening operations are frequently of a different surface type from that of the previously existing road, provision is made in columns 11 to 14 for reporting the type symbols and widths in feet of the two surface types of which the widened road may be composed. If the widening is of the same type as the previously existing road, only columns 11 and 12 should be used. The total width in feet after widening should be given in column 15 and the length in miles in column 16. It should be noted that the total width after widening is not necessarily the sum of columns 6 and 10, as a portion of the previously existing surface may have been replaced.

Net miles abandoned.—If the widening operation results in a reduction of the length of the road, the amount of this reduction (col. 7—col. 16) should be entered as "Net miles abandoned" in column 17.)

Construction of divided highways.—Widening projects so constructed that opposing streams of traffic are separated by a dividing strip should be fully described in column 8. The road type and width of each divided roadway and the average or prevailing width of the dividing strip or strips should be given.

Transfer of data to Form SM–4.—In transferring data to the Highway Mileage Analysis Schedule, Form SM–4, only those widening projects which result in change of surface from a single type to dual type should be considered. Widening of the same type as the previously existing surface, or widening of a previously existing dual-type road, should not be entered on Form SM–4.

8—12006

Form SM-2
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

(ORIGINAL)

PROJECT RECORD OF ROAD WIDENING

(See Instructions on Reverse Side)

STATE OF ....

FOR YEAR ENDED DECEMBER 31, 19........

....
(Indicate above the subdivision of State highway system (or other system) reported on this form)

Project No.		Location	Road Before Widening				Widening Operation			Road After Widening						Net Miles Abandoned
			Type of road		Width in feet	Length in miles	Type of widening laid		Width in feet	Road types (if single type use only cols. 11 and 12)				Total width in feet	Length in miles	
State	Federal		Description	Type symbol			Description	Type symbol		Type symbol	Width in feet	Type symbol	Width in feet			(7—16)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)

U. S. GOVERNMENT PRINTING OFFICE 8—12006

Form SM-2
(1938)

PROJECT RECORD OF ROAD WIDENING

STATE OF _____

FOR YEAR ENDED DECEMBER 31, 19____

_____
(Subdivision of State highway system)

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM–4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Lengths of road projects should be given to the nearest tenth of a mile. Widths should be given to the nearest foot. The widths to be given are as follows: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Projects to be reported.—This form should be used for reporting all road-construction projects in which the previously existing surface, or at least 8 feet of the width thereof, is retained as a part of the completed surface. If, however, the previously existing surface is covered with a surface treatment or bituminous mat adding 1 inch or more to the thickness of the surface, the road should be considered to have been resurfaced, and the project should be reported on Form SM–1 rather than on this form. (See mimeographed General Instructions for the Compilation of State Highway Mileage Data, p. 11.)

Road before widening.—The status of the road before widening should be given in columns 4 to 7. In column 4 the type of surface should be described and in column 5 the appropriate type symbol (A to M) should be given.

Widening operation.—Similarly, description, type symbol, and width in feet of the widening laid are to be entered in columns 8 to 10. As there is no limit to the vertical space which may be used for a given project, any necessary description in addition to the statement of surface type may be given in column 8.

Road after widening.—In columns 11 to 16 the status of the road after widening should be given. As widening operations are frequently of a different surface type from that of the previously existing road, provision is made in columns 11 to 14 for reporting the type symbols and widths in feet of the two surface types of which the widened road may be composed. If the widening is of the same type as the previously existing road, only columns 11 and 12 should be used. The total width in feet after widening should be given in column 15 and the length in miles in column 16. It should be noted that the total width after widening is not necessarily the sum of columns 6 and 10, as a portion of the previously existing surface may have been replaced.

Net miles abandoned.—If the widening operation results in a reduction of the length of the road, the amount of this reduction (col. 7—col. 16) should be entered as "Net miles abandoned" in column 17.)

Construction of divided highways.—Widening projects so constructed that opposing streams of traffic are separated by a dividing strip should be fully described in column 8. The road type and width of each divided roadway and the average or prevailing width of the dividing strip or strips should be given.

Transfer of data to Form SM–4.—In transferring data to the Highway Mileage Analysis Schedule, Form SM–4, only those widening projects which result in change of surface from a single type to dual type should be considered. Widening of the same type as the previously existing surface, or widening of a previously existing dual-type road, should not be entered on Form SM–4.

8—12006

Sheet 1 of 3

Form SM-3
(1938)

(ORIGINAL)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

RECORD OF ROAD MILEAGE TRANSFERRED

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF Maryland

Primary State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1937

MILEAGE ADDED FROM OTHER SYSTEMS

System from which transferred	Location	Type of road		Width in feet	Length in miles
		Description	Type symbol		
(1)	(2)	(3)	(4)	(5)	(6)
1 County Q,17	Rominoke Road	Penetration Macadam	H	14	4.00 (2)
" K10,16	Dorsey-Wash. Blvd	" "	H	12	0.37 (1)
Hartford Co	Ilchester-Forest Hill	" "	H	16	1.19 (3)
					5.56

MILEAGE TRANSFERRED TO OTHER SYSTEMS

System to which transferred	Location	Type of road		Width in feet	Length in miles
		Description	Type symbol		
(7)	(8)	(9)	(10)	(11)	(12)
Secondary	Old Road at Hermans	Concrete	J	16	0.62 (X)

X

8—12067

Form SM-3
(1938)

RECORD OF ROAD MILEAGE TRANSFERRED

STATE OF _____

FOR YEAR ENDED DECEMBER 31, 19____

_____
(Subdivision of State highway system)

CERTIFICATE

DATE _____

I CERTIFY that the information contained herein is correct, to the best of my knowledge and belief.

_____
(Signature of State official)

_____
(Official title)

U. S. GOVERNMENT PRINTING OFFICE 8—12007

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM–4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Lengths of road may be given to the nearest mile. If preferred, they may be given to the nearest tenth of a mile. Widths should be given to the nearest foot. The widths to be given are as follows: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

MILEAGE ADDED FROM OTHER SYSTEMS

The left-hand portion of this form should contain a list, classified by road types, of road mileage added to the system during the year.

System from which transferred.—In column 1 each section of road should be identified by the road system to which it belonged prior to its addition to the system which is being reported on the form. Roads may be transferred from the county or local road systems or they may be transferred from one subdivision of the State highway system to another, i. e., from the primary system to the secondary system or vice versa.

The preferable method of making the compilation is to group together all roads added from a given system.

It is not necessary to report on this form the addition of mileage to the State highway system through construction on new location. The data to be reported on Form SM–1 sufficiently accounts for such addition of mileage. It is possible, however, that primitive or unimproved mileage not formerly included as part of any public road system, State, county, or local, will be taken up as part of the State highway system. The addition of such mileage may be reported on this form with due notation of the facts in column 1.

In reporting the addition of urban extensions to the State highway system the terms "city streets," "village streets," or "streets in incorporated towns" may be used to indicate the system from which transferred. It may be found necessary to revise the mileage of urban extensions, particularly in the case of those not on the designated State highway system, because of the change of routes passing through cities. This revision may be accomplished by listing the new routes as "mileage added" in the left-hand portion of the form and listing the old routes as "mileage transferred to other systems" in the right-hand portion of the form. This procedure will eliminate reporting such changes as revisions or corrections.

Location.—The Washington office will make no tabulations using the location of road sections. Column 2 is provided for the use of the State highway department in case the form is used as an office record.

Type of road, etc.—The road type, width in feet, and length in miles of each section of road added to the system should be given in columns 3 to 6. In column 3 the type of surface should be described, and in column 4 the appropriate type symbol (A to M) should be given.

The road type to be entered in columns 3 and 4 is the type of surface which existed at the time of addition to the system, i. e., if an unimproved road was taken over from the counties and given a graveled surface during the year, this road should be reported as unimproved road, type B. The data regarding surfacing placed on such added roads during the year will be reported on Form SM–1. A special case arises in States where the procedure is to construct road surfaces on secondary or local roads and to add the roads to the State highway system upon completion of the construction. The procedure in such cases should be the same as in the case of States which first take over the roads and later apply surfacing, i. e., the road type prior to surfacing should be entered in columns 3 and 4, and the construction should be reported on Form SM–1.

MILEAGE TRANSFERRED TO OTHER SYSTEMS

System to which transferred.—The right-hand portion of this form should contain a list of all road sections transferred out of the subdivision of the State highway system which is reported on the form. Roads may be transferred back to the county or local systems or they may be transferred from one subdivision of the State highway system to another.

The preferable method of making the compilation is to group together all roads transferred to a given system.

In case streets formerly included as urban extensions of the State highway system are returned to the local urban jurisdictions, the terms "city streets," "village streets," or "streets in incorporated towns" may be used to indicate the system to which transferred.

Type of road, etc.—The road type, width in feet, and length in miles of each road section transferred out of the system should be given in columns 9 to 12. In column 9 the type of surface should be described and in column 10 the appropriate type symbol (A to M) should be given.

Cross reference to Form SM–1.—The transfer of a section of road out of the State highway system may occur as the result of the construction of a new road, the old road being released to the county or local authorities or to a secondary State highway system. Such action should be reported on this form with suitable cross reference to Form SM–1.

Form SM-3
(1938)

(ORIGINAL)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

RECORD OF ROAD MILEAGE TRANSFERRED

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF Maryland

FOR YEAR ENDED DECEMBER 31, 1937

Secondary State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

MILEAGE ADDED FROM OTHER SYSTEMS

System from which transferred	Location	Type of road: Description	Type of road: Type symbol	Width in feet	Length in miles
(1)	(2)	(3)	(4)	(5)	(6)
County Unimproved	American Cor. Grove Cem	Unimproved	B	24	2.95
" CM 6-42	Allen Fresh-Pentsville	"	B	16	2.68
" WI 350	Salisbury-Powellville Rd Wango	"	B	18	0.40
" WI 350	" " " Parsonburg	"	B	15	0.78
" WI 364	Powellville-Willard Rd-Pittsville	"	B	12	0.82
" H	Cresswell-Fountain Green	"	B	16	3.72
"	Resley Road	Stabilized Earth	D	16	3.80
"	Long Ridge Road	" "	D	16	2.50
" W	Timber Ridge #3	" "	D	16	2.20
" CM 6-49	LaPlatta-Draytown	Untreated Gravel	E	12	1.17
" Q 39	Centerville-Ruthsburg	" "	E	20	1.51
" S 363	Hahnah-Oriole	" "	E	16	1.90
" Cor Rds	American Cor Grove Cem	Stone	E	9	0.30
" W Corrd	Baust Church Road	Treated Gravel	F	16	1.20
" W	Bradley Lane	Penetration Macadam	H	21	0.72
" "	Connecticut Ave	" "	H	53	0.61
" W-12	Pownsville Pike	" "	H	16	6.90
" E 76	Mottens Sta-Rock Ridge	" "	H	14	3.95
" F W-CD 040	Urbana-Buckeystown	" "	H	12	4.65
" W-4	Ballenger Creek Rd	" "	H	12	2.43
" W	Simpson Mill Rd	" "	H	12	1.04
" W-CD	Jimtown-Gracetown	" "	H	12	1.20
" Fr. PO-240	Urbana-Buckeystown-Thurston	" "	H	12	2.50
" S 263	Hahnah-Oriole	Amiesite	I	13	0.54
" W-11	Connecticut Ave	Concrete Conc. + Brick + Bit Conc	M	16-24 20-21	0.54
Primary A-8	Old Rd at Harmans	Concrete	J	16	0.62

MILEAGE TRANSFERRED TO OTHER SYSTEMS

System to which transferred	Location	Type of road: Description	Type of road: Type symbol	Width in feet	Length in miles
(7)	(8)	(9)	(10)	(11)	(12)
X					
O					
X					
O					
O					
O					
X					
X					
X					
O					
O					
X					
X					
X					
X					
X					
X					
X					
O					
X					
X					
X					
X					
X					

8—12007

Form SM-3
(1938)

RECORD OF ROAD MILEAGE TRANSFERRED

STATE OF _____

FOR YEAR ENDED DECEMBER 31, 19____

_____
(Subdivision of State highway system)

CERTIFICATE

DATE _____

I CERTIFY that the information contained herein is correct, to the best of my knowledge and belief.

_____
(Signature of State official)

_____
(Official title)

U. S. GOVERNMENT PRINTING OFFICE 8—12007

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM–4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Lengths of road may be given to the nearest mile. If preferred, they may be given to the nearest tenth of a mile. Widths should be given to the nearest foot. The widths to be given are as follows: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

MILEAGE ADDED FROM OTHER SYSTEMS

The left-hand portion of this form should contain a list, classified by road types, of road mileage added to the system during the year.

System from which transferred.—In column 1 each section of road should be identified by the road system to which it belonged prior to its addition to the system which is being reported on the form. Roads may be transferred from the county or local road systems or they may be transferred from one subdivision of the State highway system to another, i. e., from the primary system to the secondary system or vice versa.

The preferable method of making the compilation is to group together all roads added from a given system.

It is not necessary to report on this form the addition of mileage to the State highway system through construction on new location. The data to be reported on Form SM–1 sufficiently accounts for such addition of mileage. It is possible, however, that primitive or unimproved mileage not formerly included as part of any public road system, State, county, or local, will be taken up as part of the State highway system. The addition of such mileage may be reported on this form with due notation of the facts in column 1.

In reporting the addition of urban extensions to the State highway system the terms "city streets," "village streets," or "streets in incorporated towns" may be used to indicate the system from which transferred. It may be found necessary to revise the mileage of urban extensions, particularly in the case of those not on the designated State highway system, because of the change of routes passing through cities. This revision may be accomplished by listing the new routes as "mileage added" in the left-hand portion of the form and listing the old routes as "mileage transferred to other systems" in the right-hand portion of the form. This procedure will eliminate reporting such changes as revisions or corrections.

Location.—The Washington office will make no tabulations using the location of road sections. Column 2 is provided for the use of the State highway department in case the form is used as an office record.

Type of road, etc.—The road type, width in feet, and length in miles of each section of road added to the system should be given in columns 3 to 6. In column 3 the type of surface should be described, and in column 4 the appropriate type symbol (A to M) should be given.

The road type to be entered in columns 3 and 4 is the type of surface which existed at the time of addition to the system, i. e., if an unimproved road was taken over from the counties and given a graveled surface during the year, this road should be reported as unimproved road, type B. The data regarding surfacing placed on such added roads during the year will be reported on Form SM–1. A special case arises in States where the procedure is to construct road surfaces on secondary or local roads and to add the roads to the State highway system upon completion of the construction. The procedure in such cases should be the same as in the case of States which first take over the roads and later apply surfacing, i. e., the road type prior to surfacing should be entered in columns 3 and 4, and the construction should be reported on Form SM–1.

MILEAGE TRANSFERRED TO OTHER SYSTEMS

System to which transferred.—The right-hand portion of this form should contain a list of all road sections transferred out of the subdivision of the State highway system which is reported on the form. Roads may be transferred back to the county or local systems or they may be transferred from one subdivision of the State highway system to another.

The preferable method of making the compilation is to group together all roads transferred to a given system.

In case streets formerly included as urban extensions of the State highway system are returned to the local urban jurisdictions, the terms "city streets," "village streets," or "streets in incorporated towns" may be used to indicate the system to which transferred.

Type of road, etc.—The road type, width in feet, and length in miles of each road section transferred out of the system should be given in columns 9 to 12. In column 9 the type of surface should be described and in column 10 the appropriate type symbol (A to M) should be given.

Cross reference to Form SM–1.—The transfer of a section of road out of the State highway system may occur as the result of the construction of a new road, the old road being released to the county or local authorities or to a secondary State highway system. Such action should be reported on this form with suitable cross reference to Form SM–1.

Form SM-3
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

(ORIGINAL)

RECORD OF ROAD MILEAGE TRANSFERRED

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF Maryland

Urban Extentions On Designated State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1931

MILEAGE ADDED FROM OTHER SYSTEMS						MILEAGE TRANSFERRED TO OTHER SYSTEMS					
System from which transferred	Location	Type of road		Width in feet	Length in miles	System to which transferred	Location	Type of road		Width in feet	Length in miles
		Description	Type symbol					Description	Type symbol		
	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Streets(1) in Incorporated Towns	Main St. Crisfield	Shell	E	24	0.13						
" W " "	Church St. Westernport	Vitrified Brick	K	27	0.15						
" " "	Main St. Frostburg	" "	K	36	0.26						

8—12007

Form SM-3
(1938)

RECORD OF ROAD MILEAGE TRANSFERRED

STATE OF _____

FOR YEAR ENDED DECEMBER 31, 19____

_____
(Subdivision of State highway system)

CERTIFICATE

DATE _____

I CERTIFY that the information contained herein is correct, to the best of my knowledge and belief.

_____
(Signature of State official)

_____
(Official title)

U. S. GOVERNMENT PRINTING OFFICE 8—12007

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM–4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Lengths of road may be given to the nearest mile. If preferred, they may be given to the nearest tenth of a mile. Widths should be given to the nearest foot. The widths to be given are as follows: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

MILEAGE ADDED FROM OTHER SYSTEMS

The left-hand portion of this form should contain a list, classified by road types, of road mileage added to the system during the year.

System from which transferred.—In column 1 each section of road should be identified by the road system to which it belonged prior to its addition to the system which is being reported on the form. Roads may be transferred from the county or local road systems or they may be transferred from one subdivision of the State highway system to another, i. e., from the primary system to the secondary system or vice versa.

The preferable method of making the compilation is to group together all roads added from a given system.

It is not necessary to report on this form the addition of mileage to the State highway system through construction on new location. The data to be reported on Form SM–1 sufficiently accounts for such addition of mileage. It is possible, however, that primitive or unimproved mileage not formerly included as part of any public road system, State, county, or local, will be taken up as part of the State highway system. The addition of such mileage may be reported on this form with due notation of the facts in column 1.

In reporting the addition of urban extensions to the State highway system the terms "city streets," "village streets," or "streets in incorporated towns" may be used to indicate the system from which transferred. It may be found necessary to revise the mileage of urban extensions, particularly in the case of those not on the designated State highway system, because of the change of routes passing through cities. This revision may be accomplished by listing the new routes as "mileage added" in the left-hand portion of the form and listing the old routes as "mileage transferred to other systems" in the right-hand portion of the form. This procedure will eliminate reporting such changes as revisions or corrections.

Location.—The Washington office will make no tabulations using the location of road sections. Column 2 is provided for the use of the State highway department in case the form is used as an office record.

Type of road, etc.—The road type, width in feet, and length in miles of each section of road added to the system should be given in columns 3 to 6. In column 3 the type of surface should be described, and in column 4 the appropriate type symbol (A to M) should be given.

The road type to be entered in columns 3 and 4 is the type of surface which existed at the time of addition to the system, i. e., if an unimproved road was taken over from the counties and given a graveled surface during the year, this road should be reported as unimproved road, type B. The data regarding surfacing placed on such added roads during the year will be reported on Form SM–1. A special case arises in States where the procedure is to construct road surfaces on secondary or local roads and to add the roads to the State highway system upon completion of the construction. The procedure in such cases should be the same as in the case of States which first take over the roads and later apply surfacing, i. e., the road type prior to surfacing should be entered in columns 3 and 4, and the construction should be reported on Form SM–1.

MILEAGE TRANSFERRED TO OTHER SYSTEMS

System to which transferred.—The right-hand portion of this form should contain a list of all road sections transferred out of the subdivision of the State highway system which is reported on the form. Roads may be transferred back to the county or local systems or they may be transferred from one subdivision of the State highway system to another.

The preferable method of making the compilation is to group together all roads transferred to a given system.

In case streets formerly included as urban extensions of the State highway system are returned to the local urban jurisdictions, the terms "city streets," "village streets," or "streets in incorporated towns" may be used to indicate the system to which transferred.

Type of road, etc.—The road type, width in feet, and length in miles of each road section transferred out of the system should be given in columns 9 to 12. In column 9 the type of surface should be described and in column 10 the appropriate type symbol (A to M) should be given.

Cross reference to Form SM–1.—The transfer of a section of road out of the State highway system may occur as the result of the construction of a new road, the old road being released to the county or local authorities or to a secondary State highway system. Such action should be reported on this form with suitable cross reference to Form SM–1.

Form SM-4
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

ORIGINAL

HIGHWAY MILEAGE ANALYSIS SCHEDULE

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF Maryland

FOR YEAR ENDED DECEMBER 31, 19 37

Urban Extensions on Designated State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

TYPE OF ROAD EXISTING OR BUILT	EXISTING MILEAGE AT BEGINNING OF YEAR	CHANGES IN SYSTEM OTHER THAN CONSTRUCTION				ACCOUNTING TABLE OF CONSTRUCTION CHANGES																				
		Revisions due to resurvey or former error (+ or −)	Mileage transfers		Net changes other than construction (2+3−4)	Built on new location	Type of road replaced or abandoned													Summary of construction changes						NET TOTAL CHANGE IN MILEAGE (5+25)	EXISTING MILEAGE AT END OF YEAR (1+26)	TYPE OF ROAD (symbol)
			Additions from other systems	Transfers to other systems			A Primitive	B Unimproved	C Graded and drained	D Soil-surfaced	E Gravel or stone	F Bituminous surface-treated	G Mixed bituminous	H Bituminous penetration	I Bituminous concrete and sheet asphalt	J Portland cement concrete	K Brick	L Block	M Dual-type	Mileage built during year: On earth roads or new location	Mileage built during year: New types replacing old surface	Mileage built during year: Reconstruction to same type	Mileage built during year: Total	Mileage of former types replaced	Net mileage change due to construction (23−24)			
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
Road abandoned	**	**	**	**	**	**														**	**	**	( )	**	**	**	**	Abandoned.
A. Primitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					A.
B. Unimproved																												B.
C. Grade and drained																												C.
D. Soil-surfaced																												D.
E. Gravel or stone	0.23		0.13		+0.13																		0.13	-0.13			0.23	E.
F. Bituminous surface-treated	5.31																										5.31	F.
G. Mixed bituminous																												G.
H. Bituminous penetration	7.57																										7.57	H.
I. Bituminous concrete and sheet asphalt	5.41															0.04	0.26				0.30		0.30		+0.30	+0.30	5.77	I.
J. Portland cement concrete	26.43										0.13						0.15				0.28		0.28	0.04	+0.24	+0.24	26.67	J.
K. Brick	1.78		0.41		+0.41																			0.41	-0.41		1.78	K.
L. Block																												L.
M. Dual-type	1.35																										1.35	M.
TOTALS	48.14		0.54		+0.54	( )					0.13					0.04	0.41				0.58		0.58	0.58		+0.54	48.68	TOTALS.

U. S. GOVERNMENT PRINTING OFFICE 8—12005

Form SM-4
(1938)

HIGHWAY MILEAGE ANALYSIS SCHEDULE

STATE OF _____

FOR YEAR ENDED DECEMBER 31, 19____

_____
(Subdivision of State highway system)

CERTIFICATE

DATE _____

I CERTIFY that the information contained herein is correct, to the best of my knowledge and belief.

_____
(Signature of State official)

_____
(Official title)

8—12005

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and corresponding symbols, A to M, are given in the left-hand portion of this form. For definitions of types, see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths of road.—All road mileages tabulated on this form should be entered to the nearest mile. In transferring data given to tenths of miles on Forms SM–1, SM–2, and SM–3, care should be taken so that Form SM–4 shall add correctly both vertically and horizontally.

General instructions.—The purpose of this form is to give a complete account of all mileage changes occurring during the year so as to establish a definite relation between the existing mileage of each road type at the beginning of the year and the existing mileage of each type at the end of the year. The first portion of the form, columns 2 to 5, should be used to account for changes in existing mileage not resulting from construction, including transfers to and from the system, and any necessary revisions due to resurvey or former error. The second portion of the form, columns 6 to 25, is an accounting table of construction changes by means of which the number of miles of each type constructed during the year and the number of miles of each type retired or abandoned during the year are determined. From this information the net change in the mileage of each type resulting from construction is evaluated. Addition of mileage changes due to construction and those due to other causes gives the total change in the mileage of each type during the year (column 26).

All data on mileage changes, with the exception of revisions (column 2), should be compiled on Forms SM–1, SM–2, and SM–3, according to the instructions given for those forms. Columns 3 and 4 of this form will be compiled by transfer of data from Form SM–3; and columns 6 to 19 will be compiled by transfer of data from Forms SM–1 and SM–2.

Column 1.—The existing mileage on the system at the beginning of the year (January 1) should be listed by types in column 1. In compiling the form for 1937 the mileages should be those developed on Conversion Schedule No. 2, as a result of reclassifying mileages according to the new types. In compiling the form for subsequent years the mileages given in column 1 should be identical with the mileages reported for the end of the previous year in column 27 of this form as executed for that year.

Column 2.—In this column should be entered any revisions of existing mileage reported for the end of the previous year which are necessary because of resurvey or previous error in reporting. In compiling the data for 1937 no use should be made of this column, as all revisions should be accounted for on Conversion Schedule No. 2, with the result that the data entered in column 1 will be the existing mileage as of January 1, 1937, as adjusted and corrected.

Every effort should be made to avoid the necessity of making revisions in existing mileage. If the instructions are followed correctly each year, columns 3 and 4 and columns 6 to 19 will be found adequate to account for all mileage changes. If revisions are unavoidable the form should be accompanied by notes explaining the reasons for the revisions made. Revisions having the effect of increasing the existing mileage of a given type should be preceded by a plus (+) sign. Revisions having the effect of decreasing the existing mileage of a given type should be preceded by a minus (−) sign.

Mileage transfers.—The mileage of all roads added to the system during the year, as recorded on Form SM–3, should be assembled by types, and the total mileage of each type added during the year should be entered in column 3. The amounts entered in this column should include both mileage added from county or local road systems and mileage transferred from other subdivisions of the State highway system. All road mileages should be entered as of the surface type existing prior to construction by the State highway department during the year.

The mileage of all roads transferred out of the system during the year, as recorded on Form SM–3, should be assembled by types and the total mileage of each type transferred out of the system during the year should be entered in column 4. The amounts entered in this column should include both mileage transferred to county or local systems and mileage transferred to other subdivisions of the State highway system.

Column 5.—The total change in mileage of each type indicated by the entries in columns 2, 3, and 4 should be entered in column 5. Corresponding entries in columns 2 and 3 should be added, with due regard to the algebraic sign preceding entries in column 2; and the entries in column 4 should be deducted.

ACCOUNTING TABLE OF CONSTRUCTION CHANGES

Columns 6 to 19 are provided as a means of accounting for all changes in the mileage of each road type which result from road construction, including also all road abandonments, whether resulting from construction or not.

Road abandoned.—Road abandonments may be divided into two classes: (1) Reductions in length, generally small in amount, occurring when an existing surface is replaced by a new surface of less length, and (2) the abandonment of a road because of disuse or other reason without new construction. Both types of abandonment should be recorded on Form SM–1 according to the instructions given for that form; and abandonments of the first type occurring as a result of road widening should be recorded on Form SM–2. An assembly should be made from the data in column 12, Form SM–1, and column 17, Form SM–2, of the total mileage of each type abandoned during the year; and these mileages should be entered under the proper types in columns 7 to 19.

Mileage built on new location.—From the data given on Form SM–1 an assembly should be made of the total mileage of each type constructed on new location during the year, and these totals should be entered against the proper types in column 6. The amounts entered in this column should include not only the mileage constructed entirely on new location but also any additions in mileage of a given type occurring when an old surface is replaced by a new surface of greater length.

Note.—If a section of road is built on new location, but replaces an existing road which is abandoned upon completion of the project, such construction should not be entered as having been built on new location but should be entered as construction of new surface replacing old surface. See instructions for Form SM–1, under heading "Net miles abandoned."

New surface replacing old.—From the data given in column 11, Form SM–1, an assembly should be made which will give the total mileage of each surfaced type, C to M, which replaced mileages of each type, A to M. The total mileage in each group thus assembled should be entered in the column (7 to 19) representing the surface type replaced and opposite the side heading (C to M) representing the surface type built. For example, if 100 miles of portland cement concrete road was built during the year to replace gravel road, the entry of 100 should be placed in column 11 (type E, gravel or stone) and on the line opposite the side heading "J. Portland cement concrete." If 50 miles of bituminous penetration road was reconstructed to the same type during the year, the entry of 50 should be made in column 14 opposite the side heading for type H. Application of this procedure will account for the total mileage of each type built to replace existing roads of types A to M.

It should be noted that all amounts to be entered in this manner are obtained from column 11, Form SM–1. Differences in length between road built and road replaced are accounted for under "Road abandoned" and "New location," as previously explained.

Construction of dual-type roads.—Dual-type roads, existing and built, are to be reported as type M regardless of the character of the two types of which the dual surface is composed. Information on Form SM–1 will give the two surface types involved but the construction of a dual-type road will be entered in all cases opposite the side heading for type M. If a dual-type road is resurfaced, such resurfacing should be entered in column 19 opposite type M, whether or not the two surface types composing the new surface are the same as the two surface types composing the surface replaced.

Transfer of data from Form SM–2.—Construction data recorded on Form SM–2, "Project Record of Road Widening," should be entered on Form SM–4 only when it is necessary to record that an existing surface of a given type was replaced by a dual-type surface. Widening of the same type as the previously existing surface, or widening of a previously existing dual-type road, should not be entered on Form SM–4.

The following procedure should be used in transferring data from Form SM–2. The length in miles of the dual-type road as given in column 16, Form SM–2, should be entered on Form SM–4 in the column representing the surface type of the previously existing single-type road and on the line opposite the side heading "M. Dual-type."

For example, if an existing 20-foot bituminous penetration road was widened by the addition of 10-foot portland cement concrete lanes on either side, the length of the road after widening being 10 miles, the entry of 10 should be made in column 14 opposite type M.

Summary of construction changes.—Mileage changes resulting from construction, should be summarized in columns 20 to 25. The entries in columns 6 to 19 should be added horizontally and the totals entered in column 23, "Total mileage built during year." The total of the line "Road abandoned" is to be placed within parentheses to indicate that this item should not be included in the total of mileage built at the bottom of the form.

The entries in columns 6, 7, 8, and 9 are to be added horizontally and the totals entered in column 20, "Mileage built on earth roads or new location"; with the exception that reconstruction of graded and drained road, i. e., type C replacing type C, should be omitted from these totals.

Entries representing reconstruction, i. e., surface of a given type replacing surface of the same type, which are underscored in full line on the form, should be carried across to column 22, "Reconstruction to same type."

Entries in column 21, "New types replacing old surface," may be obtained by deducting the entries of columns 20 and 22 from the corresponding entries of column 23. This computation may be checked by horizontal addition of columns 10 to 19, omitting in each line the reconstruction item, underscored in full line.

The entries in columns 6 to 19 should be added vertically. The totals of columns 7 to 19 should be entered against the proper type symbols in column 24, i. e., the total of column 7 should be entered on the line provided for type A, etc. Parentheses are provided for the total of column 6 to indicate that this total should not be transferred to column 24.

The entries in column 24, representing the mileage of former types replaced, should be subtracted from the corresponding entries in column 23, and the difference entered in column 25, "Net change in mileage due to construction."

Columns 26 and 27.— The entries in column 26, representing the net total change in mileage during the year, are obtained by adding corresponding entries in columns 5 and 25. Addition of corresponding entries in columns 1 and 26 will give the existing mileage at the end of the year, which should be entered in column 27.

Asterisks indicating no entry.—Asterisks are printed in certain columns and opposite certain lines to indicate that no entries are possible in these places. Possible entries against the line "Road abandoned" are confined to columns 7 to 19 and column 23, since these columns will account for all road abandonments. Asterisks are entered on the lines representing types A and B in columns 6 to 23, since these columns deal with road construction and it is, by definition, impossible to report a primitive or unimproved road as having been built.

Form SM-4
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

ORIGINAL

HIGHWAY MILEAGE ANALYSIS SCHEDULE

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF Maryland

FOR YEAR ENDED DECEMBER 31, 1937

Secondary State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

Type of Road Existing or Built	Existing Mileage at Beginning of Year	Changes in System Other Than Construction: Revisions due to resurvey or former error (+ or −)	Changes in System Other Than Construction: Mileage transfers: Additions from other systems	Changes in System Other Than Construction: Mileage transfers: Transfers to other systems	Changes in System Other Than Construction: Net changes other than construction (2+3−4)	Accounting Table of Construction Changes: Built on new location	Type of road replaced or abandoned: A Primitive	B Unimproved	C Graded and drained	D Soil-surfaced	E Gravel or stone	F Bituminous surface-treated	G Mixed bituminous	H Bituminous penetration	I Bituminous concrete and sheet asphalt	J Portland cement concrete	K Brick	L Block	M Dual-type	Summary of construction changes: Mileage built during year: On earth roads or new location	New types replacing old surface	Reconstruction to same type	Total	Mileage of former types replaced	Net mileage change due to construction (23−24)	Net Total Change in Mileage (5+25)	Existing Mileage at End of Year (1+26)	Type of Road (symbol)
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
Road abandoned	**	**	**	**	**	**														**	**	**	( )	**	**	**	**	Abandoned.
A. Primitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					A.
B. Unimproved			11.35		+11.35	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	11.35	-11.35			B.
C. Grade and drained																												C.
D. Soil-surfaced	19.61		8.50		+8.50			2.95			0.30									2.95	0.30		3.25		+3.25	+11.75	31.36	D.
E. Gravel or stone	55.14		4.88		+4.88	0.90		2.68			2.68									3.58		2.68	6.26	16.65	-10.39	-5.51	49.63	E.
F. Bituminous surface-treated	583.96		1.20		+1.20						13.67										13.67		13.67		+13.67	+14.87	598.83	F.
G. Mixed bituminous	2.63					0.99		2.00												2.99			2.99		+2.99	+2.99	5.62	G.
H. Bituminous penetration	336.05		23.43		+23.43	0.28		3.72												4.00			4.00		+4.00	+27.43	363.48	H.
I. Bituminous concrete and sheet asphalt	19.78		0.54		+0.54																					+0.54	20.32	I.
J. Portland cement concrete	663.82		0.62		+0.62																					+0.62	663.44	J.
K. Brick																												K.
L. Block																												L.
M. Dual-type			0.54		+0.54																					+0.54	0.54	M.
TOTALS	1679.99		51.06		+51.06	(2.17)		11.35			16.65									13.52	13.97	2.68	30.17	28.00	+2.17	+53.23	1733.22	TOTALS.

BK BK BK

U. S. GOVERNMENT PRINTING OFFICE 8—12005

17332
1719
41.61

Form SM-4
(1938)

July 1
Sept 1

HIGHWAY MILEAGE ANALYSIS SCHEDULE

STATE OF _____

FOR YEAR ENDED DECEMBER 31, 19____

_____
(Subdivision of State highway system)

CERTIFICATE

DATE _____

I CERTIFY that the information contained herein is correct, to the best of my knowledge and belief.

_____
(Signature of State official)

_____
(Official title)

8—12005

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and corresponding symbols, A to M, are given in the left-hand portion of this form. For definitions of types, see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths of road.—All road mileages tabulated on this form should be entered to the nearest mile. In transferring data given to tenths of miles on Forms SM–1, SM–2, and SM–3, care should be taken so that Form SM–4 shall add correctly both vertically and horizontally.

General instructions.—The purpose of this form is to give a complete account of all mileage changes occurring during the year so as to establish a definite relation between the existing mileage of each road type at the beginning of the year and the existing mileage of each type at the end of the year. The first portion of the form, columns 2 to 5, should be used to account for changes in existing mileage not resulting from construction, including transfers to and from the system, and any necessary revisions due to resurvey or former error. The second portion of the form, columns 6 to 25, is an accounting table of construction changes by means of which the number of miles of each type constructed during the year and the number of miles of each type retired or abandoned during the year are determined. From this information the net change in the mileage of each type resulting from construction is evaluated. Addition of mileage changes due to construction and those due to other causes gives the total change in the mileage of each type during the year (column 26).

All data on mileage changes, with the exception of revisions (column 2), should be compiled on Forms SM–1, SM–2, and SM–3, according to the instructions given for those forms. Columns 3 and 4 of this form will be compiled by transfer of data from Form SM–3; and columns 6 to 19 will be compiled by transfer of data from Forms SM–1 and SM–2.

Column 1.—The existing mileage on the system at the beginning of the year (January 1) should be listed by types in column 1. In compiling the form for 1937 the mileages should be those developed on Conversion Schedule No. 2, as a result of reclassifying mileages according to the new types. In compiling the form for subsequent years the mileages given in column 1 should be identical with the mileages reported for the end of the previous year in column 27 of this form as executed for that year.

Column 2.—In this column should be entered any revisions of existing mileage reported for the end of the previous year which are necessary because of resurvey or previous error in reporting. In compiling the data for 1937 no use should be made of this column, as all revisions should be accounted for on Conversion Schedule No. 2, with the result that the data entered in column 1 will be the existing mileage as of January 1, 1937, as adjusted and corrected.

Every effort should be made to avoid the necessity of making revisions in existing mileage. If the instructions are followed correctly each year, columns 3 and 4 and columns 6 to 19 will be found adequate to account for all mileage changes. If revisions are unavoidable the form should be accompanied by notes explaining the reasons for the revisions made. Revisions having the effect of increasing the existing mileage of a given type should be preceded by a plus (+) sign. Revisions having the effect of decreasing the existing mileage of a given type should be preceded by a minus (−) sign.

Mileage transfers.—The mileage of all roads added to the system during the year, as recorded on Form SM–3, should be assembled by types, and the total mileage of each type added during the year should be entered in column 3. The amounts entered in this column should include both mileage added from county or local road systems and mileage transferred from other subdivisions of the State highway system. All road mileages should be entered as of the surface type existing prior to construction by the State highway department during the year.

The mileage of all roads transferred out of the system during the year, as recorded on Form SM–3, should be assembled by types and the total mileage of each type transferred out of the system during the year should be entered in column 4. The amounts entered in this column should include both mileage transferred to county or local systems and mileage transferred to other subdivisions of the State highway system.

Column 5.—The total change in mileage of each type indicated by the entries in columns 2, 3, and 4 should be entered in column 5. Corresponding entries in columns 2 and 3 should be added, with due regard to the algebraic sign preceding entries in column 2; and the entries in column 4 should be deducted.

ACCOUNTING TABLE OF CONSTRUCTION CHANGES

Columns 6 to 19 are provided as a means of accounting for all changes in the mileage of each road type which result from road construction, including also all road abandonments, whether resulting from construction or not.

Road abandoned.—Road abandonments may be divided into two classes: (1) Reductions in length, generally small in amount, occurring when an existing surface is replaced by a new surface of less length, and (2) the abandonment of a road because of disuse or other reason without new construction. Both types of abandonment should be recorded on Form SM–1 according to the instructions given for that form; and abandonments of the first type occurring as a result of road widening should be recorded on Form SM–2. An assembly should be made from the data in column 12, Form SM–1, and column 17, Form SM–2, of the total mileage of each type abandoned during the year; and these mileages should be entered under the proper types in columns 7 to 19.

Mileage built on new location.—From the data given on Form SM–1 an assembly should be made of the total mileage of each type constructed on new location during the year, and these totals should be entered against the proper types in column 6. The amounts entered in this column should include not only the mileage constructed entirely on new location but also any additions in mileage of a given type occurring when an old surface is replaced by a new surface of greater length.

> *Note.*—If a section of road is built on new location, but replaces an existing road which is abandoned upon completion of the project, such construction should not be entered as having been built on new location but should be entered as construction of new surface replacing old surface. See instructions for Form SM–1, under heading "Net miles abandoned."

New surface replacing old.—From the data given in column 11, Form SM–1, an assembly should be made which will give the total mileage of each surfaced type, C to M, which replaced mileages of each type, A to M. The total mileage in each group thus assembled should be entered in the column (7 to 19) representing the surface type replaced and opposite the side heading (C to M) representing the surface type built. For example, if 100 miles of portland cement concrete road was built during the year to replace gravel road, the entry of 100 should be placed in column 11 (type E, gravel or stone) and on the line opposite the side heading "J. Portland cement concrete." If 50 miles of bituminous penetration road was reconstructed to the same type during the year, the entry of 50 should be made in column 14 opposite the side heading for type H. Application of this procedure will account for the total mileage of each type built to replace existing roads of types A to M.

It should be noted that all amounts to be entered in this manner are obtained from column 11, Form SM–1. Differences in length between road built and road replaced are accounted for under "Road abandoned" and "New location," as previously explained.

Construction of dual-type roads.—Dual-type roads, existing and built, are to be reported as type M regardless of the character of the two types of which the dual surface is composed. Information on Form SM–1 will give the two surface types involved but the construction of a dual-type road will be entered in all cases opposite the side heading for type M. If a dual-type road is resurfaced, such resurfacing should be entered in column 19 opposite type M, whether or not the two surface types composing the new surface are the same as the two surface types composing the surface replaced.

Transfer of data from Form SM–2.—Construction data recorded on Form SM–2, "Project Record of Road Widening," should be entered on Form SM–4 only when it is necessary to record that an existing surface of a given type was replaced by a dual-type surface. Widening of the same type as the previously existing surface, or widening of a previously existing dual-type road, should not be entered on Form SM–4.

The following procedure should be used in transferring data from Form SM–2. The length in miles of the dual-type road as given in column 16, Form SM–2, should be entered on Form SM–4 in the column representing the surface type of the previously existing single-type road and on the line opposite the side heading "M. Dual-type."

For example, if an existing 20-foot bituminous penetration road was widened by the addition of 10-foot portland cement concrete lanes on either side, the length of the road after widening being 10 miles, the entry of 10 should be made in column 14 opposite type M.

Summary of construction changes.—Mileage changes resulting from construction, should be summarized in columns 20 to 25. The entries in columns 6 to 19 should be added horizontally and the totals entered in column 23, "Total mileage built during year." The total of the line "Road abandoned" is to be placed within parentheses to indicate that this item should not be included in the total of mileage built at the bottom of the form.

The entries in columns 6, 7, 8, and 9 are to be added horizontally and the totals entered in column 20, "Mileage built on earth roads or new location"; with the exception that reconstruction of graded and drained road, i. e., type C replacing type C, should be omitted from these totals.

Entries representing reconstruction, i. e., surface of a given type replacing surface of the same type, which are underscored in full line on the form, should be carried across to column 22, "Reconstruction to same type."

Entries in column 21, "New types replacing old surface," may be obtained by deducting the entries of columns 20 and 22 from the corresponding entries of column 23. This computation may be checked by horizontal addition of columns 10 to 19, omitting in each line the reconstruction item, underscored in full line.

The entries in columns 6 to 19 should be added vertically. The totals of columns 7 to 19 should be entered against the proper type symbols in column 24, i. e., the total of column 7 should be entered on the line provided for type A, etc. Parentheses are provided for the total of column 6 to indicate that this total should not be transferred to column 24.

The entries in column 24, representing the mileage of former types replaced, should be subtracted from the corresponding entries in column 23, and the difference entered in column 25, "Net change in mileage due to construction."

Columns 26 and 27.—The entries in column 26, representing the net total change in mileage during the year, are obtained by adding corresponding entries in columns 5 and 25. Addition of corresponding entries in columns 1 and 26 will give the existing mileage at the end of the year, which should be entered in column 27.

Asterisks indicating no entry.—Asterisks are printed in certain columns and opposite certain lines to indicate that no entries are possible in these places. Possible entries against the line "Road abandoned" are confined to columns 7 to 19 and column 23, since these columns will account for all road abandonments. Asterisks are entered on the lines representing types A and B in columns 6 to 23, since these columns deal with road construction and it is, by definition, impossible to report a primitive or unimproved road as having been built.

Sheet No. 1 of 3

Form SM-4
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

ORIGINAL

STATE OF Maryland

HIGHWAY MILEAGE ANALYSIS SCHEDULE

(SEE INSTRUCTIONS ON REVERSE SIDE)

FOR YEAR ENDED DECEMBER 31, 19 35

Primary State Highways System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

TYPE OF ROAD EXISTING OR BUILT	EXISTING MILEAGE AT BEGINNING OF YEAR	CHANGES IN SYSTEM OTHER THAN CONSTRUCTION				ACCOUNTING TABLE OF CONSTRUCTION CHANGES																		NET TOTAL CHANGE IN MILEAGE (5+25)	EXISTING MILEAGE AT END OF YEAR (1+26)	TYPE OF ROAD (symbol)
		Revisions due to resurvey or former error (+ or −)	Mileage transfers: Additions from other systems	Mileage transfers: Transfers to other systems	Net changes other than construction (2+3−4)	Built on new location	Type of road replaced or abandoned: A Primitive	B Unimproved	C Graded and drained	D Soil-surfaced	E Gravel or stone	F Bituminous surface-treated	G Mixed bituminous	H Bituminous penetration	I Bituminous concrete and sheet asphalt	J Portland cement concrete	K Brick	L Block	M Dual-type	Summary of construction changes: Mileage built during year: On earth roads or new location	New types replacing old surface	Reconstruction to same type	Total	Mileage of former types replaced	Net mileage change due to construction (23−24)		
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
Road abandoned	**	**	**	**	**	**						0.04		0.20		0.22				**	**	**	(0.46)	**	**	**	**	Abandoned.
A. Primitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					A.
B. Unimproved						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					B.
C. Grade and drained																												C.
D. Soil-surfaced						0.56														0.56			0.56		+0.56	+0.56	0.56	D.
E. Gravel or stone	2.63										2.63													2.63	-2.63	-2.63		E.
F. Bituminous surface-treated	563.52																				2.63		2.63	0.44	+2.19	+2.19	565.71	F.
G. Mixed bituminous																												G.
H. Bituminous penetration	475.60		5.56		+5.56	1.81								1.28		2.05				1.81	2.05	1.28	5.14	14.91	-9.77	-4.21	471.39	H.
I. Bituminous concrete and sheet asphalt	234.39													7.43	1.00	13.93					21.36	1.00	22.36	1.00	+21.36	+21.36	255.75	I.
J. Portland cement concrete	955.77	+0.08		0.62	-0.54	5.50						0.40		6.00		2.54				8.50	6.40	2.54	17.44	18.74	-1.30	-1.84	953.93	J.
K. Brick																												K.
L. Block																												L.
M. Dual-type	24.56																										24.56	M.
TOTALS	2256.47	+0.08	5.56	0.62	+5.02	(0.87)					2.63	0.44		14.91	1.00	18.74				10.87	32.44	1.82	48.13	37.72	+10.41	+15.43	2271.90	TOTALS.

U. S. GOVERNMENT PRINTING OFFICE 8—12005

2271.90
1730.82
D005 12

Form SM-4
(1938)

HIGHWAY MILEAGE ANALYSIS SCHEDULE

STATE OF _____

FOR YEAR ENDED DECEMBER 31, 19____

_____
(Subdivision of State highway system)

CERTIFICATE

DATE _____

I CERTIFY that the information contained herein is correct, to the best of my knowledge and belief.

_____
(Signature of State official)

_____
(Official title)

8—12005

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and corresponding symbols, A to M, are given in the left-hand portion of this form. For definitions of types, see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths of road.—All road mileages tabulated on this form should be entered to the nearest mile. In transferring data given to tenths of miles on Forms SM–1, SM–2, and SM–3, care should be taken so that Form SM–4 shall add correctly both vertically and horizontally.

General instructions.—The purpose of this form is to give a complete account of all mileage changes occurring during the year so as to establish a definite relation between the existing mileage of each road type at the beginning of the year and the existing mileage of each type at the end of the year. The first portion of the form, columns 2 to 5, should be used to account for changes in existing mileage not resulting from construction, including transfers to and from the system, and any necessary revisions due to resurvey or former error. The second portion of the form, columns 6 to 25, is an accounting table of construction changes by means of which the number of miles of each type constructed during the year and the number of miles of each type retired or abandoned during the year are determined: From this information the net change in the mileage of each type resulting from construction is evaluated. Addition of mileage changes due to construction and those due to other causes gives the total change in the mileage of each type during the year (column 26).

All data on mileage changes, with the exception of revisions (column 2), should be compiled on Forms SM–1, SM–2, and SM–3, according to the instructions given for those forms. Columns 3 and 4 of this form will be compiled by transfer of data from Form SM–3; and columns 6 to 19 will be compiled by transfer of data from Forms SM–1 and SM–2.

Column 1.—The existing mileage on the system at the beginning of the year (January 1) should be listed by types in column 1. In compiling the form for 1937 the mileages should be those developed on Conversion Schedule No. 2, as a result of reclassifying mileages according to the new types. In compiling the form for subsequent years the mileages given in column 1 should be identical with the mileages reported for the end of the previous year in column 27 of this form as executed for that year.

Column 2.—In this column should be entered any revisions of existing mileage reported for the end of the previous year which are necessary because of resurvey or previous error in reporting. In compiling the data for 1937 no use should be made of this column, as all revisions should be accounted for on Conversion Schedule No. 2, with the result that the data entered in column 1 will be the existing mileage as of January 1, 1937, as adjusted and corrected.

Every effort should be made to avoid the necessity of making revisions in existing mileage. If the instructions are followed correctly each year, columns 3 and 4 and columns 6 to 19 will be found adequate to account for all mileage changes. If revisions are unavoidable the form should be accompanied by notes explaining the reasons for the revisions made. Revisions having the effect of increasing the existing mileage of a given type should be preceded by a plus (+) sign. Revisions having the effect of decreasing the existing mileage of a given type should be preceded by a minus (−) sign.

Mileage transfers.—The mileage of all roads added to the system during the year, as recorded on Form SM–3, should be assembled by types, and the total mileage of each type added during the year should be entered in column 3. The amounts entered in this column should include both mileage added from county or local road systems and mileage transferred from other subdivisions of the State highway system. All road mileages should be entered as of the surface type existing prior to construction by the State highway department during the year.

The mileage of all roads transferred out of the system during the year, as recorded on Form SM–3, should be assembled by types and the total mileage of each type transferred out of the system during the year should be entered in column 4. The amounts entered in this column should include both mileage transferred to county or local systems and mileage transferred to other subdivisions of the State highway system.

Column 5.—The total change in mileage of each type indicated by the entries in columns 2, 3, and 4 should be entered in column 5. Corresponding entries in columns 2 and 3 should be added, with due regard to the algebraic sign preceding entries in column 2; and the entries in column 4 should be deducted.

ACCOUNTING TABLE OF CONSTRUCTION CHANGES

Columns 6 to 19 are provided as a means of accounting for all changes in the mileage of each road type which result from road construction, including also all road abandonments, whether resulting from construction or not.

Road abandoned.—Road abandonments may be divided into two classes: (1) Reductions in length, generally small in amount, occurring when an existing surface is replaced by a new surface of less length, and (2) the abandonment of a road because of disuse or other reason without new construction. Both types of abandonment should be recorded on Form SM–1 according to the instructions given for that form; and abandonments of the first type occurring as a result of road widening should be recorded on Form SM–2. An assembly should be made from the data in column 12, Form SM–1, and column 17, Form SM–2, of the total mileage of each type abandoned during the year; and these mileages should be entered under the proper types in columns 7 to 19.

Mileage built on new location.—From the data given on Form SM–1 an assembly should be made of the total mileage of each type constructed on new location during the year, and these totals should be entered against the proper types in column 6. The amounts entered in this column should include not only the mileage constructed entirely on new location but also any additions in mileage of a given type occurring when an old surface is replaced by a new surface of greater length.

> *Note.*—If a section of road is built on new location, but replaces an existing road which is abandoned upon completion of the project, such construction should not be entered as having been built on new location but should be entered as construction of new surface replacing old surface. See instructions for Form SM–1, under heading "Net miles abandoned."

New surface replacing old.—From the data given in column 11, Form SM–1, an assembly should be made which will give the total mileage of each surfaced type, C to M, which replaced mileages of each type, A to M. The total mileage in each group thus assembled should be entered in the column (7 to 19) representing the surface type replaced and opposite the side heading (C to M) representing the surface type built. For example, if 100 miles of portland cement concrete road was built during the year to replace gravel road, the entry of 100 should be placed in column 11 (type E, gravel or stone) and on the line opposite the side heading "J. Portland cement concrete." If 50 miles of bituminous penetration road was reconstructed to the same type during the year, the entry of 50 should be made in column 14 opposite the side heading for type H. Application of this procedure will account for the total mileage of each type built to replace existing roads of types A to M.

It should be noted that all amounts to be entered in this manner are obtained from column 11, Form SM–1. Differences in length between road built and road replaced are accounted for under "Road abandoned" and "New location," as previously explained.

Construction of dual-type roads.—Dual-type roads, existing and built, are to be reported as type M regardless of the character of the two types of which the dual surface is composed. Information on Form SM–1 will give the two surface types involved but the construction of a dual-type road will be entered in all cases opposite the side heading for type M. If a dual-type road is resurfaced, such resurfacing should be entered in column 19 opposite type M, whether or not the two surface types composing the new surface are the same as the two surface types composing the surface replaced.

Transfer of data from Form SM–2.—Construction data recorded on Form SM–2, "Project Record of Road Widening," should be entered on Form SM–4 only when it is necessary to record that an existing surface of a given type was replaced by a dual-type surface. Widening of the same type as the previously existing surface, or widening of a previously existing dual-type road, should not be entered on Form SM–4.

The following procedure should be used in transferring data from Form SM–2. The length in miles of the dual-type road as given in column 16, Form SM–2, should be entered on Form SM–4 in the column representing the surface type of the previously existing single-type road and on the line opposite the side heading "M. Dual-type."

For example, if an existing 20-foot bituminous penetration road was widened by the addition of 10-foot portland cement concrete lanes on either side, the length of the road after widening being 10 miles, the entry of 10 should be made in column 14 opposite type M.

Summary of construction changes.—Mileage changes resulting from construction, should be summarized in columns 20 to 25. The entries in columns 6 to 19 should be added horizontally and the totals entered in column 23, "Total mileage built during year." The total of the line "Road abandoned" is to be placed within parentheses to indicate that this item should not be included in the total of mileage built at the bottom of the form.

The entries in columns 6, 7, 8, and 9 are to be added horizontally and the totals entered in column 20, "Mileage built on earth roads or new location"; with the exception that reconstruction of graded and drained road, i. e., type C replacing type C, should be omitted from these totals.

Entries representing reconstruction, i. e., surface of a given type replacing surface of the same type, which are underscored in full line on the form, should be carried across to column 22, "Reconstruction to same type."

Entries in column 21, "New types replacing old surface," may be obtained by deducting the entries of columns 20 and 22 from the corresponding entries of column 23. This computation may be checked by horizontal addition of columns 10 to 19, omitting in each line the reconstruction item, underscored in full line.

The entries in columns 6 to 19 should be added vertically. The totals of columns 7 to 19 should be entered against the proper type symbols in column 24, i. e., the total of column 7 should be entered on the line provided for type A, etc. Parentheses are provided for the total of column 6 to indicate that this total should not be transferred to column 24.

The entries in column 24, representing the mileage of former types replaced, should be subtracted from the corresponding entries in column 23, and the difference entered in column 25, "Net change in mileage due to construction."

Columns 26 and 27.—The entries in column 26, representing the net total change in mileage during the year, are obtained by adding corresponding entries in columns 5 and 25. Addition of corresponding entries in columns 1 and 26 will give the existing mileage at the end of the year, which should be entered in column 27.

Asterisks indicating no entry.—Asterisks are printed in certain columns and opposite certain lines to indicate that no entries are possible in these places. Possible entries against the line "Road abandoned" are confined to columns 7 to 19 and column 23, since these columns will account for all road abandonments. Asterisks are entered on the lines representing types A and B in columns 6 to 23, since these columns deal with road construction and it is, by definition, impossible to report a primitive or unimproved road as having been built.

Form SM-5
(1938)

ORIGINAL

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

SUMMARY OF STATE HIGHWAY MILEAGE EXISTING

See Instructions on Reverse Side

STATE OF _____

For Year Ended December 31, 19____

Type of Road	Rural Roads Under State Control					Urban Extensions of State Highway System			Total Designated State Highway System	Total Roads and Streets Reported (5+8)
	Primary State highway system	Secondary State highway system	State-aid system	County or local roads under State control	Total	On designated State highway system	Connecting streets not on designated system	Total		
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
A. Primitive										
B. Unimproved										
C. Graded and drained										
D. Soil-surfaced										
E. Gravel or stone										
F. Bituminous surface-treated										
G. Mixed bituminous										
H. Bituminous penetration										
I. Bituminous concrete and sheet asphalt										
J. Portland cement concrete										
K. Brick										
L. Block										
Dual-type										
Total										

U. S. GOVERNMENT PRINTING OFFICE 8—12011

Form SM-5
(1938)

SUMMARY OF STATE HIGHWAY MILEAGE EXISTING

STATE OF _____

FOR YEAR ENDED DECEMBER 31, 19____

_____
(Subdivision of State highway system)

CERTIFICATE

DATE _____

I CERTIFY that the information contained herein is correct to the best of my knowledge and belief.

_____
(Signature of State official)

_____
(Official title)

8—12011

INSTRUCTIONS

Data to be reported.—This is a summary form in which should be given the existing mileage, by types, at the end of the year, on each subdivision of the State highway system and its urban extensions. The form should be compiled by entering in each indicated column the data given in column 27 of Form SM–4, as executed for each of the subdivisions of the State highway system and its urban extensions.

All road mileages should be entered on this form to the nearest mile.

Rural roads under State control.—In case there is no sccondary road system under the effective control of the State highway department with respect to construction and maintenance, entries under this heading will be made only in column 1 and column 5. In case there is a secondary system, the statement of existing mileage on that system will be entered in column 2, 3, or 4, according to the title and character of the system. For further discussion and definitions see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Mileages entered in columns 1 to 4 should be added horizontally to give in column 5 the total mileage of rural roads under State control.

Urban extensions of State highway system.—Mileages on extensions of the State highway system through cities and other incorporated places should be entered in columns 6 and 7. Mileages on streets which are a part of the designated State highway system should be entered in column 6. Mileages on streets connecting the State highway system which are not a part of the designated State highway system should be entered in column 7. If mileages in both classes are reported in a given State, the entries in columns 6 and 7 should be added to give totals in column 8.

For further description and definitions of urban extensions see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Total designated State highway system.—In column 9 should be entered the total mileage on the designated State highway system. The columns which should be added to give the figures to be entered in column 9 will vary from State to State. In a State which has no secondary State highway system or other secondary roads under State control, the entries in column 9 will be obtained by adding the entries in columns 1 and 6. In case there is a secondary State highway system legally designated as such, column 9 should include the entries in column 2. A State-aid system may or may not be a part of the designated State highway system, the decision depending upon the extent of control exercised by the State highway department with respect to construction and maintenance. In general, county or local roads under State control will not be considered as part of the designated State highway system. By definition, connecting streets not on the designated State highway system should not be included in column 9.

Total roads and streets reported.—In column 10 should be entered the total mileage by types on the entire State highway system and its urban extensions, including all subdivisions reported. Entries in column 10 should be the sums of entries in columns 5 and 8.

Form SM-5
(1938)

ORIGINAL

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

SUMMARY OF STATE HIGHWAY MILEAGE EXISTING

See Instructions on Reverse Side

STATE OF Maryland

For Year Ended December 31, 1937

Type of Road	Rural Roads Under State Control					Urban Extensions of State Highway System			Total Designated State Highway System	Total Roads and Streets Reported
	Primary State highway system	Secondary State highway system	State-aid system	County or local roads under State control	Total	On designated State highway system	Connecting streets not on designated system	Total		(5+8)
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
A. Primitive										
B. Unimproved										
C. Graded and drained										
D. Soil-surfaced	0.56	31.36			31.92				31.92	31.92
E. Gravel or stone		49.63			49.63	0.23		0.23	49.86	49.86
F. Bituminous surface-treated	565.71	598.83			1164.54	5.31		5.31	1169.85	1169.85
G. Mixed bituminous		5.62			5.62				5.62	5.62
H. Bituminous penetration	471.39	363.48			834.87	7.57		7.57	842.44	842.44
I. Bituminous concrete and sheet asphalt	255.75	20.32			276.07	5.77		5.77	281.84	281.84
J. Portland cement concrete	953.93	663.44			1617.37	26.67		26.67	1644.04	1644.04
K. Brick						1.78		1.78	1.78	1.78
L. Block										
M. Dual-type	24.56	0.51			25.10	1.35		1.35	26.45	26.45
Total	2271.90	1733.22			4005.12	48.68		48.68	4053.80	4053.80

U. S. GOVERNMENT PRINTING OFFICE 8—12011

Form SM-5
(1938)

SUMMARY OF STATE HIGHWAY MILEAGE EXISTING

STATE OF _____

FOR YEAR ENDED DECEMBER 31, 19_____

_____
(Subdivision of State highway system)

CERTIFICATE

DATE _____

I CERTIFY that the information contained herein is correct to the best of my knowledge and belief.

_____
(Signature of State official)

_____
(Official title)

8—12011

INSTRUCTIONS

Data to be reported.—This is a summary form in which should be given the existing mileage, by types, at the end of the year, on each subdivision of the State highway system and its urban extensions. The form should be compiled by entering in each indicated column the data given in column 27 of Form SM–4, as executed for each of the subdivisions of the State highway system and its urban extensions.

All road mileages should be entered on this form to the nearest mile.

Rural roads under State control.—In case there is no secondary road system under the effective control of the State highway department with respect to construction and maintenance, entries under this heading will be made only in column 1 and column 5. In case there is a secondary system, the statement of existing mileage on that system will be entered in column 2, 3, or 4, according to the title and character of the system. For further discussion and definitions see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Mileages entered in columns 1 to 4 should be added horizontally to give in column 5 the total mileage of rural roads under State control.

Urban extensions of State highway system.—Mileages on extensions of the State highway system through cities and other incorporated places should be entered in columns 6 and 7. Mileages on streets which are a part of the designated State highway system should be entered in column 6. Mileages on streets connecting the State highway system which are not a part of the designated State highway system should be entered in column 7. If mileages in both classes are reported in a given State, the entries in columns 6 and 7 should be added to give totals in column 8.

For further description and definitions of urban extensions see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Total designated State highway system.—In column 9 should be entered the total mileage on the designated State highway system. The columns which should be added to give the figures to be entered in column 9 will vary from State to State. In a State which has no secondary State highway system or other secondary roads under State control, the entries in column 9 will be obtained by adding the entries in columns 1 and 6. In case there is a secondary State highway system legally designated as such, column 9 should include the entries in column 2. A State-aid system may or may not be a part of the designated State highway system, the decision depending upon the extent of control exercised by the State highway department with respect to construction and maintenance. In general, county or local roads under State control will not be considered as part of the designated State highway system. By definition, connecting streets not on the designated State highway system should not be included in column 9.

Total roads and streets reported.—In column 10 should be entered the total mileage by types on the entire State highway system and its urban extensions, including all subdivisions reported. Entries in column 10 should be the sums of entries in columns 5 and 8.

Form SM-6
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

(ORIGINAL)

SUMMARY OF STATE HIGHWAY MILEAGE BUILT

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF Maryland

FOR YEAR ENDED DECEMBER 31, 1937

TYPE OF ROAD BUILT	ON RURAL ROADS UNDER STATE CONTROL					ON URBAN EXTENSIONS OF STATE HIGHWAY SYSTEM				TOTAL MILEAGE BUILT ON DESIGNATED STATE HIGHWAY SYSTEM	OTHER MILEAGE BUILT BY STATE HIGHWAY DEPARTMENT (SPECIFY)		TOTAL REPORTED
	Primary State highway system	Secondary State highway system	State-aid system	County or local roads under State control	Total	On designated State highway system	On connecting streets not on designated system: By State highway department	On connecting streets not on designated system: By city authorities	Total				
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
C. Graded and drained					3.81					3.81			3.81
D. Soil-surfaced	0.56	3.25			6.26					6.26			6.26
E. Gravel or stone		6.26			16.30					16.30			16.30
F. Bituminous surface-treated	2.63	13.67			2.99					2.99			2.99
G. Mixed bituminous		2.99			9.14					9.14			9.14
H. Bituminous penetration	5.14	4.00			22.36	0.30			0.30	22.66			22.66
I. Bituminous concrete and sheet asphalt	22.36				17.44	0.28			0.28	17.72			17.72
J. Portland cement concrete	17.44												
K. Brick													
L. Block													
M. Dual-type													
TOTAL	48.13	30.17			78.30	0.58			0.58	78.88			78.88

U. S. GOVERNMENT PRINTING OFFICE 8—12012

Form SM-6
(1938)

SUMMARY OF STATE HIGHWAY MILEAGE BUILT

STATE OF _____

FOR YEAR ENDED DECEMBER 31, 19 _____

_____
(Subdivision of State highway system)

CERTIFICATE

DATE _____, 19_____

I CERTIFY that the information contained herein is correct, to the best of my knowledge and belief.

_____
(Signature of State official)

_____
(Official title)

INSTRUCTIONS

Data to be reported.—This is a summary form in which should be given the total mileage of each type built during the year on each subdivision of the State highway system and its urban extensions. The data will be obtained from column 23 (total mileage built during year) of Form SM–4 as executed for each of the subdivisions; and entered in the proper column of Form SM–6.

Mileage built on rural roads under State control.—In case there is no secondary road system under the effective control of the State highway department with respect to construction and maintenance, entries under this heading will be made only in column 1 and column 5. In case there is a secondary system, the statement of mileage built on that system will be entered in column 2, 3, or 4, according to the title and character of the system. For further discussion and definitions see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Mileages entered in columns 1 to 4 should be added horizontally to give in column 5 the total mileage built on rural roads under State control.

Mileage built on urban extensions of State highway system.—In column 6 should be entered the mileage built, in cities or incorporated places, on streets which are a part of the designated State highway system. Mileage built on streets connecting the State highway system, but which are not designated as a part of that system, should be entered in columns 7 and 8. Mileage built by the State highway department on such streets should be entered in column 7. Mileage built on such streets by city authorities should, if reported, be entered in column 8. Totals of the entries in columns 6, 7, and 8 should be entered in column 9 to give the total mileage built on urban extensions of the State highway system.

Total mileage built on designated State highway system.—The columns making up the totals to be entered in column 10 will vary from State to State. The entries in columns 1 and 6 should be included in all cases. If there is a secondary State highway system the mileages on that system should also be included in column 10. In the case of a State-aid system the question of whether it is a part of the designated State highway system is dependent upon the extent of the control exercised by the State highway department with respect to construction and maintenance. In general, county or local roads under State control will not be considered as part of the designated State highway system. By definition, mileage built on connecting streets not on the designated State highway system should not be included in column 10.

Other mileage built by State highway department.—Many State highway departments build, with Federal or State funds, secondary or feeder roads which are not a part of the State highway system or of any system under State control. Roads may also be built in State parks or forests which are not a part of the State highway system or of county or local road systems. Such construction by the State highway department should be reported by types in columns 11 and 12. Column headings should be inserted to indicate the road system or systems upon which such construction was placed, i. e., county roads, township roads, State forest roads, park roads, etc. In case more than two columns are needed for a proper subdivision of such activities a supplementary statement may be supplied and attached to the form.

Total reported.—In column 13 should be entered the total of all road construction reported on this form.

8—12012

Form SM-6
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

(ORIGINAL)

SUMMARY OF STATE HIGHWAY MILEAGE BUILT

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF .....

FOR YEAR ENDED DECEMBER 31, 19.....

TYPE OF ROAD BUILT	ON RURAL ROADS UNDER STATE CONTROL					ON URBAN EXTENSIONS OF STATE HIGHWAY SYSTEM				TOTAL MILEAGE BUILT ON DESIGNATED STATE HIGHWAY SYSTEM	OTHER MILEAGE BUILT BY STATE HIGHWAY DEPARTMENT (SPECIFY)		TOTAL REPORTED
	Primary State highway system	Secondary State highway system	State-aid system	County or local roads under State control	Total	On designated State highway system	On connecting streets not on designated system		Total				
							By State highway department	By city authorities					
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
C. Graded and drained													
D. Soil-surfaced													
E. Gravel or stone													
F. Bituminous surface-treated													
G. Mixed bituminous													
H. Bituminous penetration													
I. Bituminous concrete and sheet asphalt													
J. Portland cement concrete													
K. Brick													
L. Block													
M. Dual-type													
TOTAL													

U. S. GOVERNMENT PRINTING OFFICE 8—12012

Form SM-6
(1938)

SUMMARY OF STATE HIGHWAY MILEAGE BUILT

STATE OF _____

FOR YEAR ENDED DECEMBER 31, 19 _____

_____
(Subdivision of State highway system)

CERTIFICATE

DATE _____, 19_____

I CERTIFY that the information contained herein is correct, to the best of my knowledge and belief.

_____
(Signature of State official)

_____
(Official title)

INSTRUCTIONS

Data to be reported.—This is a summary form in which should be given the total mileage of each type built during the year on each subdivision of the State highway system and its urban extensions. The data will be obtained from column 23 (total mileage built during year) of Form SM–4 as executed for each of the subdivisions; and entered in the proper column of Form SM–6.

Mileage built on rural roads under State control.—In case there is no secondary road system under the effective control of the State highway department with respect to construction and maintenance, entries under this heading will be made only in column 1 and column 5. In case there is a secondary system, the statement of mileage built on that system will be entered in column 2, 3, or 4, according to the title and character of the system. For further discussion and definitions see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Mileages entered in columns 1 to 4 should be added horizontally to give in column 5 the total mileage built on rural roads under State control.

Mileage built on urban extensions of State highway system.—In column 6 should be entered the mileage built, in cities or incorporated places, on streets which are a part of the designated State highway system. Mileage built on streets connecting the State highway system, but which are not designated as a part of that system, should be entered in columns 7 and 8. Mileage built by the State highway department on such streets should be entered in column 7. Mileage built on such streets by city authorities should, if reported, be entered in column 8. Totals of the entries in columns 6, 7, and 8 should be entered in column 9 to give the total mileage built on urban extensions of the State highway system.

Total mileage built on designated State highway system.—The columns making up the totals to be entered in column 10 will vary from State to State. The entries in columns 1 and 6 should be included in all cases. If there is a secondary State highway system the mileages on that system should also be included in column 10. In the case of a State-aid system the question of whether it is a part of the designated State highway system is dependent upon the extent of the control exercised by the State highway department with respect to construction and maintenance. In general, county or local roads under State control will not be considered as part of the designated State highway system. By definition, mileage built on connecting streets not on the designated State highway system should not be included in column 10.

Other mileage built by State highway department.—Many State highway departments build, with Federal or State funds, secondary or feeder roads which are not a part of the State highway system or of any system under State control. Roads may also be built in State parks or forests which are not a part of the State highway system or of county or local road systems. Such construction by the State highway department should be reported by types in columns 11 and 12. Column headings should be inserted to indicate the road system or systems upon which such construction was placed, i. e., county roads, township roads, State forest roads, park roads, etc. In case more than two columns are needed for a proper subdivision of such activities a supplementary statement may be supplied and attached to the form.

Total reported.—In column 13 should be entered the total of all road construction reported on this form.

8—12012

Form SM-8
(1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

ORIGINAL

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

(See Instructions on Reverse Side)

STATE OF Maryland

For Year Ended December 31, 1937

Primary State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

Dual-Type Roads						Divided Highways								
Road types and widths				Total width in feet	Length in miles	Types and widths of divided roadways						Total surfaced width in feet	Average width of dividing strips	Length in miles
First type		Second type				First roadway		Second roadway		Third roadway				
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
I	20	J	20 (2-10')	40	8.63	J	20	J	20			40	6'	3.03
H	16	J	24 (2 Var)	40	0.40	H	16							
H	16	J	54 (2 Var)	70	0.09	J	24 (2 Var)	J	40			80	12'	0.40
J	25 (2-12.5')	H	15 (2-10')	40	0.63	H	16							
I	20	J	20 (2-10')	40	0.62	J	54 (2 Var)	J	40			110	1.2'	0.09
I	20	J	20 (2-10)	40	1.83	I	32	I	29			61	21'	1.19
I	20	J	20 (2-10)	40	0.25	J	20	J	20			40	30'	10.99
I	20	J	20 (2-10)	40	0.37									
I	16	J	20 (2-10)	36	2.86									
I	22 (2-[illegible])	J	10	32	0.54									
J	16	H	14	30	0.97									
I	20	J	20 (2-10)	40	5.59									
I	20	J	20 (2-10)	40	1.59									
J	71	I	15	86	0.19									
				Total	24.56									

U. S. GOVERNMENT PRINTING OFFICE 8—12008

Form SM-8
(1938)

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

STATE OF.....

FOR YEAR ENDED DECEMBER 31, 19.....

.....
(Subdivision of State highway system)

CERTIFICATE

DATE .....

I CERTIFY that the information contained herein is correct to the best of my knowledge and belief.

.....
(Signature of State official)

8—12008

.....
(Official title)

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM–4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Road mileages on this form should be given to the nearest mile. The widths to be given are as follows: For graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Description of form.—This form is divided into two parts. The left-hand portion (cols. 1 to 6) is provided for recording information regarding all dual-type roads on the system. The right-hand portion (cols. 7 to 15) is provided for recording information regarding all divided highways on the system.

It should be noted that the road mileage to be reported and described on this form is not additional to the mileage to be reported on Forms SM–4 and SM–5. Form SM–4 should account for all mileage on the system, including the mileage of dual-type roads and divided highways reported on this form.

Note.—In case roads reported on this form as divided highways also conform to the definition of dual-type roads information regarding these roads should be reported both under "Dual-type roads" and under "Divided highways."

DUAL-TYPE ROADS

Definition.—The term "Dual type" should be applied to a surface of one type widened by a surface or surfaces of a different type sufficient in width to add at least one traffic lane to the road. For the purposes of this definition, 8 feet is regarded as the minimum width for a traffic lane.

Method of listing.—The total mileage accounted for in column 6 should equal the total mileage reported in column 27, Form SM–4, as the existing mileage of type M, dual type, on the system at the end of the year. The data should be compiled in the form of a descriptive list of dual-type roads. It is permissible to group together on a single line of the form the total mileage of dual-type roads on the system having the same combination of road types and the same widths of each type. It may be found more convenient, however, to devote each line to the description of a single section of dual-type road.

Data to be compiled.—Two pairs of columns are given under the headings "First type" and "Second type" for recording the type symbol and width in feet of the two surface types of which the dual-type road is composed. It is recommended that if the two surface types are of different width the description of the type of greater width be entered under the heading "First type." The relative position of the two surface types on the road need not be recorded on the form. For example, if a road consists of 10 miles of 20-foot bituminous penetration road widened with 11-foot concrete lanes on either side, the entries in columns 1 to 6 should be as follows:

Column 1 (type symbol)	J
Column 2 (width)	22
Column 3 (type symbol)	H
Column 4 (width)	20
Column 5 (total width)	42
Column 6 (length)	10

The mileages reported in column 6 should be added and the total entered at the bottom of the form, to check with Form SM–4.

DIVIDED HIGHWAYS

Definition.—A divided highway is defined as a road on which opposing streams of traffic are separated by a dividing strip. The dividing strip may be a planted area, car tracks, or other separating device, the distinguishing feature being that the opposing streams of traffic are prevented from mingling except at intervals where crossovers are provided. In some cases it will be found that two roadways carrying opposite streams of traffic are separated by a considerable distance, perhaps several hundred feet. Such roads should also be reported as divided highways.

Method of listing.—The data should be compiled in the form of a descriptive list of divided highways. It is permissible to group together on one line the total mileage of divided highways for which identical descriptive entries can be made in columns 7 to 14. It may be found more convenient, however, to list and describe each divided highway separately.

Data to be compiled.—In order to allow for the possibility of at least three roadways separated by dividing strips, three pairs of columns are provided for recording the type and width of each divided roadway. Ordinarily only the first two pairs under the headings "First roadway" and "Second roadway" will be needed. In case there are more than three divided roadways it will be necessary to make a special description, using additional vertical space on the form.

In each pair of columns used the divided roadway should be described by type symbol and width in feet. The total width of surfaced roadway should be entered in column 13, the average or prevailing width of the dividing strip or strips in column 14, and the length of the road in miles in column 15. For example, a 10-mile road, consisting of two 20-foot concrete roadways separated by a 30-foot dividing strip would be reported as follows:

Column 7 (type symbol)	J
Column 8 (width)	20
Column 9 (type symbol)	J
Column 10 (width)	20
Column 13 (total width)	40
Column 14 (dividing strip)	30
Column 15 (length)	10

In case one or more of the divided roadways is of dual type it will be necessary to use three lines to report the given road. The type symbols and widths of the two surfaces composing the divided roadway should be recorded on two successive lines, and the total width of the roadway should be given on the third line.

The length in miles to be reported in column 15 should, under ordinary circumstances, be the length as measured at the center of the dividing strip. In case the roadways are separated by a considerable distance or for some other reason the above method is impracticable, the average length of the two or more divided roadways should be recorded.

Form SM-7
(1938)

ORIGINAL

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF Maryland

Primary State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1937

TYPE OF ROAD	TOTAL EXISTING MILEAGE	ENTER BELOW THE NUMBER OF MILES OF EACH TYPE HAVING THE FOLLOWING WIDTHS IN FEET																	
		Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and over
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
A. Primitive																			
B. Unimproved																			
C. Graded and drained																			
D. Soil-surfaced	0.56					0.56													
E. Gravel or stone																			
F. Bituminous surface-treated	565.71		214.92	335.31	3.91	10.47	0.17	0.02		0.07		0.44	0.40						
G. Mixed bituminous																			
H. Bituminous penetration	471.39		41.18	21.95	13.37	316.27	54.38	23.77	0.13					0.34					
I. Bituminous concrete and sheet asphalt	255.75		16.41	13.46	30.80	122.80	16.06	19.58		19.03	1.02	1.28	0.18	13.14				0.13	1.86
J. Portland cement concrete	953.93	32.95	408.29	229.38	110.75	127.17	3.46	4.98	2.40	9.07		0.70	2.20	19.83	1.84		0.41		
K. Brick																			
L. Block																			
M. Dual-type	24.56									1.51			4.69	17.63					0.68
TOTAL	2271.90	32.95	680.80	600.60	158.83	577.27	74.07	48.35	2.53	29.68	1.02	2.42	7.47	50.99	1.84		0.41	0.13	2.54

U. S. GOVERNMENT PRINTING OFFICE 8—12013

Form SM-7
(1938)

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

STATE OF _____

FOR YEAR ENDED DECEMBER 31, 19_____

_____
(Subdivision of State highway system)

CERTIFICATE

DATE _____

I CERTIFY that the information contained herein is correct, to the best of my knowledge and belief.

_____
(Signature of State official)

_____
(Official title)

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of the form. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—All mileages reported on this form should be given to the nearest mile. In entering road mileages according to road type and width, the following definitions of widths of road should be followed: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Data to be reported.—The total existing mileage on the system at the end of the year should be listed by types in column 1. The entries in column 1 should be identical with the entries in column 27, Form SM–4, as executed for the given subdivision of the State highway system or urban extensions.

In columns 2 to 19 there should be entered the total mileage of each type having the widths in feet indicated by the headings of these columns.

In case any roads are reported having a width of 60 feet or over, the actual widths of such roads should be given in notes to the form.

In reporting the width of a divided highway (see instructions for Form SM–8) the width given should be the total width of the two or more surfaced roadways of which the divided highway is composed.

Explanation of widths selected.—Widths of surface from 9 to 11 feet or multiples of such widths are regarded as furnishing full lanes of greater or less adequacy, and widths of from 16 to 17 feet are regarded as the narrowest classifiable as two-lane surfaces. Other widths, not included within the above indicated limits, are regarded as involving fractional lanes, and therefore generally uneconomical. These are the 23–26-foot and the 34–35-foot groups on the form.

Procedure in case of incomplete data.—In case data are not available for a complete subdivision of road mileages by surface width, the form should be compiled as completely as the available information permits. As a minimum, a compilation should be made classifying the mileage of each road type according to the number of traffic lanes. In such a compilation the following designations should be used:

Less than 2 lanes;
2 lanes and less than 3;
3 lanes and less than 4;
4 lanes and less than 5;
5 lanes and less than 6;
6 lanes and over.

Columns 3, 8, 12, 15, 17, and 19 should be used in making the tabulation by number of lanes, as these are the critical widths according to the definitions given above. The headings to these columns should be crossed out and the legends indicating the number of lanes, as stated above, should be entered at the left of each column used.

Form SM-7
(1938)

ORIGINAL

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF Maryland

Secondary State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1937

TYPE OF ROAD	TOTAL EXISTING MILEAGE	ENTER BELOW THE NUMBER OF MILES OF EACH TYPE HAVING THE FOLLOWING WIDTHS IN FEET																
		Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and over
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
A. Primitive																			
B. Unimproved																			
C. Graded and drained																			
D. Soil-surfaced	31.36		3.16	28.20															
E. Gravel or stone	49.63	0.42	1.16	42.05															
F. Bituminous surface-treated	598.83	8.51	208.93	375.68	3.39	1.87							0.15	0.30					
G. Mixed bituminous	5.62		0.51	4.12		0.99													
H. Bituminous penetration	363.48	0.67	86.45	186.14	25.47	54.50	1.62	6.02		0.34		1.66					0.61		
I. Bituminous concrete and sheet asphalt	20.32		4.91	5.13	3.26	5.21				0.59		0.84		0.05		0.33			
J. Portland cement concrete	663.44	72.67	258.55	273.99	36.53	15.04	0.72	1.72	0.76	1.58		1.10	0.66	0.12					
K. Brick																			
L. Block																			
M. Dual-type	0.54															0.54			
TOTAL	1733.22	82.27	569.67	915.21	68.65	77.61	2.34	7.74	0.76	2.51		3.60	0.81	0.47		0.87	0.61		

U. S. GOVERNMENT PRINTING OFFICE 8—12013

Form SM-7
(1938)

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

STATE OF _____

FOR YEAR ENDED DECEMBER 31, 19_____

_____
(Subdivision of State highway system)

CERTIFICATE

DATE _____

I CERTIFY that the information contained herein is correct, to the best of my knowledge and belief.

_____
(Signature of State official)

_____
(Official title)

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of the form. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—All mileages reported on this form should be given to the nearest mile. In entering road mileages according to road type and width, the following definitions of widths of road should be followed: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Data to be reported.—The total existing mileage on the system at the end of the year should be listed by types in column 1. The entries in column 1 should be identical with the entries in column 27, Form SM–4, as executed for the given subdivision of the State highway system or urban extensions.

In columns 2 to 19 there should be entered the total mileage of each type having the widths in feet indicated by the headings of these columns.

In case any roads are reported having a width of 60 feet or over, the actual widths of such roads should be given in notes to the form.

In reporting the width of a divided highway (see instructions for Form SM–8) the width given should be the total width of the two or more surfaced roadways of which the divided highway is composed.

Explanation of widths selected.—Widths of surface from 9 to 11 feet or multiples of such widths are regarded as furnishing full lanes of greater or less adequacy, and widths of from 16 to 17 feet are regarded as the narrowest classifiable as two-lane surfaces. Other widths, not included within the above indicated limits, are regarded as involving fractional lanes, and therefore generally uneconomical. These are the 23–26-foot and the 34–35-foot groups on the form.

Procedure in case of incomplete data.—In case data are not available for a complete subdivision of road mileages by surface width, the form should be compiled as completely as the available information permits. As a minimum, a compilation should be made classifying the mileage of each road type according to the number of traffic lanes. In such a compilation the following designations should be used:

Less than 2 lanes;
2 lanes and less than 3;
3 lanes and less than 4;
4 lanes and less than 5;
5 lanes and less than 6;
6 lanes and over.

Columns 3, 8, 12, 15, 17, and 19 should be used in making the tabulation by number of lanes, as these are the critical widths according to the definitions given above. The headings to these columns should be crossed out and the legends indicating the number of lanes, as stated above, should be entered at the left of each column used.

Form SM-7
(1938)

ORIGINAL

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF Maryland

Urban Extensions on Designated State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1937

TYPE OF ROAD	TOTAL EXISTING MILEAGE	ENTER BELOW THE NUMBER OF MILES OF EACH TYPE HAVING THE FOLLOWING WIDTHS IN FEET																
		Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and over
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
A. Primitive																			
B. Unimproved																			
C. Graded and drained																			
D. Soil-surfaced																			
E. Gravel or stone	0.23		0.23																
F. Bituminous surface-treated	5.31		2.31	0.40	0.37	0.24			1.39					0.60					
G. Mixed bituminous																			
H. Bituminous penetration	7.57			0.83	0.38	3.93	0.81	1.09					0.15	0.38					
I. Bituminous concrete and sheet asphalt	5.77		1.56	1.10		1.17		0.76	0.47		0.16	0.29	0.26						
J. Portland cement concrete	26.67		6.96	1.65	6.37	4.44		2.01	1.96	1.06	0.34	0.31	0.08	1.31		0.18			
K. Brick	1.78					0.39		0.20	0.37	0.08		0.63	0.11						
L. Block																			
M. Dual-type	1.35											0.19		0.88					0.28
TOTAL	48.68		11.06	3.98	7.12	10.17	0.81	4.06	4.19	1.14	0.50	1.42	0.60	3.17		0.18			0.28

U. S. GOVERNMENT PRINTING OFFICE 8—12013

Form SM-7
(1938)

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

STATE OF _____

FOR YEAR ENDED DECEMBER 31, 19____

_____
(Subdivision of State highway system)

CERTIFICATE

DATE _____

I CERTIFY that the information contained herein is correct, to the best of my knowledge and belief.

_____
(Signature of State official)

_____
(Official title)

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of the form. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—All mileages reported on this form should be given to the nearest mile. In entering road mileages according to road type and width, the following definitions of widths of road should be followed: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Data to be reported.—The total existing mileage on the system at the end of the year should be listed by types in column 1. The entries in column 1 should be identical with the entries in column 27, Form SM–4, as executed for the given subdivision of the State highway system or urban extensions.

In columns 2 to 19 there should be entered the total mileage of each type having the widths in feet indicated by the headings of these columns.

In case any roads are reported having a width of 60 feet or over, the actual widths of such roads should be given in notes to the form.

In reporting the width of a divided highway (see instructions for Form SM–8) the width given should be the total width of the two or more surfaced roadways of which the divided highway is composed.

Explanation of widths selected.—Widths of surface from 9 to 11 feet or multiples of such widths are regarded as furnishing full lanes of greater or less adequacy, and widths of from 16 to 17 feet are regarded as the narrowest classifiable as two-lane surfaces. Other widths, not included within the above indicated limits, are regarded as involving fractional lanes, and therefore generally uneconomical. These are the 23–26-foot and the 34–35-foot groups on the form.

Procedure in case of incomplete data.—In case data are not available for a complete subdivision of road mileages by surface width, the form should be compiled as completely as the available information permits. As a minimum, a compilation should be made classifying the mileage of each road type according to the number of traffic lanes. In such a compilation the following designations should be used:

Less than 2 lanes;
2 lanes and less than 3;
3 lanes and less than 4;
4 lanes and less than 5;
5 lanes and less than 6;
6 lanes and over.

Columns 3, 8, 12, 15, 17, and 19 should be used in making the tabulation by number of lanes, as these are the critical widths according to the definitions given above. The headings to these columns should be crossed out and the legends indicating the number of lanes, as stated above, should be entered at the left of each column used.

Form SM-8
(1938)

Sheet 3

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

ORIGINAL

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

(See Instructions on Reverse Side)

STATE OF Maryland

FOR YEAR ENDED DECEMBER 31, 1937

Secondary State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

Dual-Type Roads						Divided Highways								
Road types and widths				Total width in feet	Length in miles	Types and widths of divided roadways						Total surfaced width in feet	Average width of dividing strips	Length in miles
First type		Second type				First roadway		Second roadway		Third roadway				
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
I-J-K	20-21	J	16-24	36-45	0.54	I	24	I	24			48	42	0.33
						J	12	J	12			24	20	0.41
				Total	0.54									

U. S. GOVERNMENT PRINTING OFFICE 8—12008

For [illegible]M-8
(Rev. 3)

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

STATE OF _____

FOR YEAR ENDED DECEMBER 31, 19____

_____
(Subdivision of State highway system)

CERTIFICATE

DATE _____

I CERTIFY that the information contained herein is correct to the best of my knowledge and belief.

_____
(Signature of State official)

8—12008

_____
(Official title)

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM–4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Road mileages on this form should be given to the nearest mile. The widths to be given are as follows: For graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Description of form.—This form is divided into two parts. The left-hand portion (cols. 1 to 6) is provided for recording information regarding all dual-type roads on the system. The right-hand portion (cols. 7 to 15) is provided for recording information regarding all divided highways on the system.

It should be noted that the road mileage to be reported and described on this form is not additional to the mileage to be reported on Forms SM–4 and SM–5. Form SM–4 should account for all mileage on the system, including the mileage of dual-type roads and divided highways reported on this form.

Note.—In case roads reported on this form as divided highways also conform to the definition of dual-type roads information regarding these roads should be reported both under "Dual-type roads" and under "Divided highways."

DUAL-TYPE ROADS

Definition.—The term "Dual type" should be applied to a surface of one type widened by a surface or surfaces of a different type sufficient in width to add at least one traffic lane to the road. For the purposes of this definition, 8 feet is regarded as the minimum width for a traffic lane.

Method of listing.—The total mileage accounted for in column 6 should equal the total mileage reported in column 27, Form SM–4, as the existing mileage of type M, dual type, on the system at the end of the year. The data should be compiled in the form of a descriptive list of dual-type roads. It is permissible to group together on a single line of the form the total mileage of dual-type roads on the system having the same combination of road types and the same widths of each type. It may be found more convenient, however, to devote each line to the description of a single section of dual-type road.

Data to be compiled.—Two pairs of columns are given under the headings "First type" and "Second type" for recording the type symbol and width in feet of the two surface types of which the dual-type road is composed. It is recommended that if the two surface types are of different width the description of the type of greater width be entered under the heading "First type." The relative position of the two surface types on the road need not be recorded on the form. For example, if a road consists of 10 miles of 20-foot bituminous penetration road widened with 11-foot concrete lanes on either side, the entries in columns 1 to 6 should be as follows:

Column 1 (type symbol)	J
Column 2 (width)	22
Column 3 (type symbol)	H
Column 4 (width)	20
Column 5 (total width)	42
Column 6 (length)	10

The mileages reported in column 6 should be added and the total entered at the bottom of the form, to check with Form SM–4.

DIVIDED HIGHWAYS

Definition.—A divided highway is defined as a road on which opposing streams of traffic are separated by a dividing strip. The dividing strip may be a planted area, car tracks, or other separating device, the distinguishing feature being that the opposing streams of traffic are prevented from mingling except at intervals where crossovers are provided. In some cases it will be found that two roadways carrying opposite streams of traffic are separated by a considerable distance, perhaps several hundred feet. Such roads should also be reported as divided highways.

Method of listing.—The data should be compiled in the form of a descriptive list of divided highways. It is permissible to group together on one line the total mileage of divided highways for which identical descriptive entries can be made in columns 7 to 14. It may be found more convenient, however, to list and describe each divided highway separately.

Data to be compiled.—In order to allow for the possibility of at least three roadways separated by dividing strips, three pairs of columns are provided for recording the type and width of each divided roadway. Ordinarily only the first two pairs under the headings "First roadway" and "Second roadway" will be needed. In case there are more than three divided roadways it will be necessary to make a special description, using additional vertical space on the form.

In each pair of columns used the divided roadway should be described by type symbol and width in feet. The total width of surfaced roadway should be entered in column 13, the average or prevailing width of the dividing strip or strips in column 14, and the length of the road in miles in column 15. For example, a 10-mile road, consisting of two 20-foot concrete roadways separated by a 30-foot dividing strip would be reported as follows:

Column 7 (type symbol)	J
Column 8 (width)	20
Column 9 (type symbol)	J
Column 10 (width)	20
Column 13 (total width)	40
Column 14 (dividing strip)	30
Column 15 (length)	10

In case one or more of the divided roadways is of dual type it will be necessary to use three lines to report the given road. The type symbols and widths of the two surfaces composing the divided roadway should be recorded on two successive lines, and the total width of the roadway should be given on the third line.

The length in miles to be reported in column 15 should, under ordinary circumstances, be the length as measured at the center of the dividing strip. In case the roadways are separated by a considerable distance or for some other reason the above method is impracticable, the average length of the two or more divided roadways should be recorded.